

Hampton Roads Transportation Planning Organization
Board Meeting – July 31, 2025
Virtual via Microsoft Teams
Agenda
Call to Order – 9:00 a.m.

- 1: Call to Order
- 2: Approval of Agenda [***Action Requested***]
- 3: Public Comments
 - A. Submitted Public Comments
 - B. Public Comment Period (*limit 3 minutes per individual*)
- 4: Approval of Consent Agenda [***Action Requested***]
 - A. Minutes from the May 15, 2025 HRTPO Board Meeting
 - B. HRTPO Financial Statement
 - C. Fiscal Year (FY) 2025 Budget Amendment #2
 - D. Hampton Roads 2050 Long-Range Transportation Plan (LRTP): Project Prioritization Proposed Resiliency Enhancements
 - E. FY 2027-2028 Transportation Alternatives (TA) Set-Aside Project Selection Process: Requests for HRTPO Letters of Support
 - F. HRTPO Freight Transportation Advisory Committee: Membership
 - G. FY 2026 Schedule for the Hampton Roads Regional Meetings: HRPDC/HRTPO/HRTAC/HRMFFA
 - H. FY 2024-2027 Transportation Improvement Program (TIP) Amendments *Exempt from Conformity Amendments*
 - I. FY 2024-2027 Transportation Improvement Program (TIP) Amendments *Non-Exempt Amendments – Programmatic Conformity Finding*
 - J. FY 2024-2027 Transportation Improvement Program (TIP) Amendments *Non-Exempt Regionally Significant Amendments– Regional Conformity Assessment (RCA)*
 - K. Amended 2045 Long-Range Transportation Plan and FY 2024-2027 Transportation Improvement Program (TIP) Regional Conformity Assessment (RCA)
 - L. Hampton Roads Congestion Management Process Part I – Introduction, System Monitoring, and System Performance
 - M. Hampton Roads Regional Bridge Study – 2025 Update
- 5: Old/New Business
- 6: Adjournment

ITEM #1: CALL TO ORDER

The Hampton Roads Transportation Planning Organization (HRTPO) Board meeting is scheduled to be called to order by the Chair at 9:00 a.m.

ITEM #2: APPROVAL OF AGENDA *[Action Requested]*

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires consideration by the HRTPO Board should be submitted at this time, as opposed to under “Old/New Business.”

RECOMMENDED ACTION:

Approve the agenda.

ITEM #3: PUBLIC COMMENTS

A. Submitted Public Comments

There were no submitted public comments. Any written public comments received after the preparation of this agenda will be announced at the meeting.

B. Public Comment Period *(limit 3 minutes per individual)*

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.

ITEM #4: APPROVAL OF CONSENT AGENDA *[Action Requested]*

A. Minutes from the May 15, 2025 HRTPO Board Meeting

Minutes from the May 15, 2025 HRTPO Board meeting are attached.

Attachment 4A

RECOMMENDED ACTION:

Approve the minutes.

Hampton Roads Transportation Planning Organization Board Meeting Minutes of May 15, 2025

The May 15, 2025 meeting of the Hampton Roads Transportation Planning Organization (HRTPO) Board was called to order by the Chair, Michael J. Hipple, at 10:30 a.m. in the Regional Board Room at 723 Woodlake Drive in Chesapeake, Virginia.

HRTPO Voting Members in Attendance:

Michael Hipple (JC), Chair
Rick West (CH), Vice-Chair*
Paul Kaplan (FR)
Jimmy Gray (HA)
Joel Acree (IW)
Kenneth Alexander (NO)*
Shannon Glover (PO)
David Hux (PQ)
Mike Duman (SU)
Bobby Dyer (VB)
Doug Pons (WM)

Thomas Shepperd (YK)
Zach Trogon (DRPT Alternate)
William Harrell (HRT)
Chris Hall (VDOT)
Barb Nelson (VPA Alternate)
CJ Rock (WATA Alternate)
Senator Angelia Williams-Graves (GA)*
Senator Mamie Locke (GA)*
Delegate Bonita Anthony (GA)
Delegate Jeion Ward (GA)*

HRTPO Nonvoting Members in Attendance:

Andrew Trivette (WM), Treasurer
Carol Steele (GL)
Randy Keaton (IW)
Scott Stevens (JC)
Randy Wheeler (PQ)
Brian Thrower (SH)

Al Moor (SU)
Patrick Duhaney (VB)*
Mark Bellamy (YK)
Mark Perryman (NAA)*
Robert Gay (PAC Alternate)

HRTPO Executive Director:

Robert A. Crum, Jr., Secretary

HRTPO Other Participants:

Ella Ward (CH Alternate)
Jason Mitchell (HA)
Ginger Blount-Moore (NN)

Trista Pope (NO)
Wayne Coleman (CTB)
CAPT. Shane Tanner (USN)

HRTPO Voting Members Absent:

Phillip Bazzani (GL)
Phillip Jones (NN)

William Gillette (SH)

HRTPO Nonvoting Members Absent:

Chris Price (CH)
Rosylen Oglesby (FR)
Steven Carter (PO)
Lauren Roberts Carter (CAC)
Greg Campbell (DOAV)

Jeffrey Breeden (FAA)
Edward Ofori (FHWA)
Terry Garcia Crews (FTA)
Bob Eveleigh (FTAC)

HRTPO Staff in Attendance:

Pavithra Parthasarathi
Sam Belfield
Theresa Brooks
Rob Case
Kyle Gilmer

Kathlene Graubeger
Matthew Harrington
John Mihaly
Keith Nichols
Jeff Raliski

**Denotes late arrival or early departure*

Other Recorded Attending:

David Westcott (CH); Carolyn Campbell (HA); Angela Hopkins and Angela Rico (NN); Bryan Pennington and John Stevenson (NO); Megan Gribble and William Landfair (PO); Anjie Emmett (PQ); Leroy Bennett (SU); Andrew Damon (VB); Erica Callicutt (Delegate Bonita Anthony's Office); Tracy Black (633 Air Base Wing Joint Base Langley-Eustis); Drew Lumpkin (Hampton Roads Executive Roundtable); Noelle Pinkard (HRT); Brenda Roberts (Representative Jen Kiggans' Office); LTJG Chase Rodriguez (USCG); Joseph Howell, Michael King, Christopher Lewis, and Landon Wellford (USN); Todd Halacy (VDOT); Brett Hall (WAVY-TV 10); Joel Rubin (WINDSdays); Mark Geduldig-Yatrofsky (Resident); and Kelli Arledge, Rob Cofield, Emma Corbitt, Katie Cullipher, Jeff DiScala, Simone Elmore, Greg Grootendorst, Markay Hall, Tealen Hansen, Nikki Johnson, Sara Kidd, Matt Klepeisz, Andrew Margason, Cynthia Mulkey, Ivy Ozmon, Jill Sunderland, Tho Tran, Joseph Turner, Chris Vaigneur, and Eric Walberg (HRPDC Staff)

Chair Hipple welcomed new HRTPO Board member Captain Shane Tanner, Navy Region Mid-Atlantic Chief of Staff.

Approval of Agenda

Chair Hipple asked for a motion to approve the May 15, 2025 HRTPO Board meeting agenda as presented.

Motion: Mayor Bobby Dyer Moved to approve the agenda as presented; seconded by Mayor Paul Kaplan. The Motion Carried.

**Senator Angelia Williams-Graves arrived*

Public Comments

Mr. Crum reported that no public comments had been submitted since the last HRTPO Board meeting.

Members of the public were invited to address the HRTPO Board. There were no in-person requests to comment.

Executive Director's Report

Mr. Crum referenced his monthly report, which was included in the agenda packet. He recognized the following retiring HRTPO Board members for their dedicated service to the HRTPO and the region:

- Mr. Michael King, U.S. Navy Representative
- Mr. Randy Keaton, Isle of Wight County Administrator
- Mr. Albert Moor, Suffolk City Manager

Mr. Crum expressed appreciation for their leadership and contributions during their tenure on the Board.

**Delegate Jeion Ward and Mr. Patrick Duhaney arrived*

Approval of Consent Agenda

Chair Hipple asked Mr. Crum to briefly describe the items on the Consent Agenda, which included the following:

- A. Minutes from the February 28, 2025 HRTPO Board Meeting
- B. HRTPO Financial Statement
- C. Fiscal Year (FY) 2026 Unified Planning Work Program
- D. Authorizing Resolution for FY 2026 Federal and State Grant Application
- E. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Exempt Conformity Amendments
- F. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Conformity Amendments - Programmatic

Motion: Mr. William Harrell Moved to approve the Consent Agenda as presented; seconded by Senator Williams-Graves. The Motion Carried.

Norfolk International Airport Update

Chair Hipple introduced Mr. Mark Perryman, Norfolk Airport Authority (NAA) President and CEO, to brief the HRTPO Board on the current state of the airport and its future capital program.

Mr. Perryman began his presentation by providing background information on the NAA. He explained that the Authority is an independent political subdivision of the Commonwealth of Virginia, governed by a nine-member board appointed by the Norfolk City Council. The NAA independently owns and operates Norfolk International Airport (ORF) and the land on which it is located. The Authority employs over 225 staff members in areas such as administration, operations, parking, police, aircraft rescue and firefighting, janitorial services, building maintenance, and field maintenance.

Mr. Perryman noted that the NAA operates as a self-sustaining business, generating revenue and incurring costs without local taxes or subsidies. He emphasized that there are no shareholders,

and all revenues are reinvested into airport improvements. He shared the following breakdown of revenue sources:

- 38% – Parking
- 23% – Rent and Leases
- 15% – Airline Landing Fees
- 14% – Rental Cars
- 9% – Concession Commission
- 1% – Other Sources

In 2024, ORF contributed approximately \$2.68 billion to the economies of Virginia and Northeast North Carolina. Between 2019 and 2024, the Airport completed nearly \$380 million in capital improvement projects. Mr. Perryman noted that while the market strength for commercial aviation continues to grow, 2025 has experienced a slower start, attributed to tariff changes and a new federal administration.

He highlighted ORF's ongoing participation in the Skytrax program, an international airport rating agency, noting that for the third consecutive year, ORF received a four out of five-star rating. This recognition places the Airport among the top ten best-rated domestic airports globally and the highest-rated airport in the United States.

Mr. Perryman acknowledged ORF's status as a smaller airport, serving approximately 4.8 million passengers annually, but emphasized the Airport's significant growth. ORF now offers 45 non-stop destinations to 41 cities, a notable increase from just 18 destinations a decade ago. The Airport currently serves 38 of the top 50 domestic destinations, provides international air and cargo services, and includes a private international arrivals facility.

Regarding future growth, Mr. Perryman explained that the NAA is competing with other airports to attract international air service, and ORF is capable of supporting two weekly flights to Europe. However, he noted that when passengers choose to drive or fly via other gateways, it weakens ORF's performance metrics.

To address this, Mr. Perryman proposed establishing a Hampton Roads Coalition to include local governments, businesses, economic development agencies, and the Virginia General Assembly. He explained that although the Federal Aviation Administration (FAA) regulations prohibit airports from directly subsidizing airline service, airlines still expect cash commitments when considering new long-haul international routes. While ORF can provide marketing incentives and fee waivers, these efforts would be more effective with financial support from municipalities, state agencies, private businesses, chambers of commerce, and convention and visitor bureaus.

Current support from the Commonwealth of Virginia includes:

- The Governor's New Airline Service Incentive Fund, which can provide up to \$50,000 per year for daily, year-round international nonstops, or \$25,000 per year for less-than-daily service.
- The Virginia General Assembly has pledged \$825,000 annually to this fund for the 2024–2026 biennium.

Mr. Perryman also shared key data on the Airport's passenger profile, noting an even split between business and leisure travelers. Of the leisure passengers, 10% travel to the Outer Banks, which has led him to include representatives from North Carolina in outreach efforts. Additionally, 25% of ORF's passengers are military-related travelers, the highest proportion of any airport in the country.

Mr. Perryman provided an update on ongoing and upcoming capital projects, noting that the moving sidewalk project is expected to be completed in June 2025. Additional projects underway include:

- Interior wayfinding enhancements
- Expansion of Concourse Alpha (including three new gates, restrooms, and a pet relief area)
- Construction of a U.S. Customs and Border Protection international arrivals facility
- Development of an on-site airport hotel
- Main entrance intersection improvements
- A consolidated rental car facility
- Terminal development initiatives

He also reported that the FAA approved the closure of a nonfunctional runway, which had posed safety challenges. This closure presents new opportunities for land redevelopment, and the NAA is working closely with the Cities of Norfolk and Virginia Beach to determine how best to utilize the land for revenue-generating purposes.

Mr. Perryman concluded his presentation by stating that he would welcome the opportunity to present to the City Councils of each locality.

Chair Hipple stated that the completion of the Hampton Roads Bridge-Tunnel (HRBT) expansion project would make travel to ORF easier for passengers from the Peninsula.

Supervisor Thomas Shepperd asked if, in light of recent flight safety concerns reported in the news, Mr. Perryman could speak to the relationship between the airport and the FAA, and whether there are any issues they should be aware of or monitoring at the local level.

Mr. Perryman noted that although ORF experiences congested airspace for an airport of its size, primarily due to the presence of multiple military installations, the Airport maintains close coordination with the U.S. Navy, the Department of Defense (DoD), and the FAA to ensure continued safety.

Senator Williams-Graves inquired about the types of fees the airport could waive to assist with funding efforts.

Mr. Perryman responded that the airport has the ability to waive certain charges, including landing fees and fees associated with renting space, such as those for ticketing counters and loading zones.

Delegate Bonita Anthony asked whether the recent runway closure would create opportunities for general aviation, hangars, or flight schools at the airport.

Mr. Perryman responded that ORF operates as a single-runway facility, and accommodating general aviation or flight school operations could lead to capacity constraints and interfere with commercial traffic. He added that smaller regional airports are typically better suited for such activities.

Regarding hangar space, Mr. Perryman noted that the airport is exploring options to address demand, as there is currently a waiting list for corporate hangars.

Mayor Rick West stated that the Chesapeake City Council recently received a briefing on the airport, which was not only informative but also fostered a sense of inclusion in the project. He encouraged members of the HRTPO Board to invite Mr. Perryman to present at their respective city council meetings.

The State of the Airport presentation is available on the HRTPO website using the following link: https://www.hrtpo.org/DocumentCenter/View/14652/051525-TPO-06_Presentation-State-of-the-Airport-PDF?bidId=.

**Mayor Kenneth Alexander and Mr. Perryman departed*

FY 2026 HRTPO Budget

Ms. Tealen Hansen, HRPDC/HRTPO Chief Financial Officer, provided the Board with a briefing on the FY 2026 Budget, which covers the period from July 1, 2025, to June 30, 2026. She noted that the Personnel and Budget (P&B) Committee conducted the mid-year review during its meeting on January 16, 2025, and the proposed budget was presented to the Board on April 17, 2025.

The P&B Committee, which recommended approval of the budget, consists of the following members:

- Mayor Shannon Glover, Portsmouth – HRPDC Chair
- Michael Hipple, James City County – HRTPO Chair
- Mayor James Gray, Hampton – HRPDC Vice-Chair
- Mayor Rick West, Chesapeake – HRTPO Vice-Chair
- Andrew Trivette, Williamsburg – HRPDC Treasurer
- Chris Price, Chesapeake – CAO Southside
- Randy Wheeler, Poquoson – CAO Peninsula

Ms. Hansen outlined the budget priorities, which include:

- Staff retention and professional development
- Maintaining healthy cash reserves
- Leveraging grant funding opportunities
- Sustaining excellence in regional service delivery
- Maintaining assets
- Modernizing technology

The total proposed budget for HRPDC/HRTPO is \$35,459,765, with approximately 75% representing pass-through funds allocated to various community organizations and vendors.

These funds are dedicated and cannot be redirected to new assignments. The remaining 25% covers core programs, grant matching, and special projects.

The operating budget amounts to \$11,096,082, funded through interest, state allocations, member dues, and federal funding. Despite nominal increases, Ms. Hansen noted that inflation-adjusted figures reflect a decrease in purchasing power.

The proposed operating expenditure budget for FY 2026 is \$8,640,147, with personnel-related costs comprising the majority. Key budget provisions include:

- A 3% general wage increase for staff
- Increased health insurance costs
- Funding for new water supply planning grants
- Federal Planning (PL) transportation funding
- Federal Transit Administration (5303) funding

Ms. Hansen indicated that the recent release of federal transit funding figures may require a budget amendment once the impact on the organization is fully understood.

Additionally, the budget provides staff support for partner organizations including:

- Hampton Roads Transportation Accountability Commission (HRTAC)
- Southside Network Authority (SNA)
- Hampton Roads Military and Federal Facilities Alliance (HRMFFA)

Staff time for these partners is billed and reimbursed on an hourly basis.

Ms. Hansen identified several future challenges for the organization, including:

- Limited flexible funding streams
- Slow or stagnant revenue growth
- Staff retention/recruitment/salaries
- Unpredictability of federal funding
- Infrastructure and technology needs
- Cash flow issues related to grants
- Increased service requirements triggered by reaching a 50-employee threshold
- Inflationary pressures

Delegate Anthony acknowledged the challenges posed by limited flexible funding. She shared that she serves on the Emergency Committee on the Impacts of Federal Workforce and Funding Reductions, scheduled to meet in Norfolk on June 20, 2025, and requested clarification on how much pass-through revenue is dependent on federal funding. She also asked whether a federal funding risk exposure analysis could be provided to the Emergency Committee.

Ms. Hansen responded that while Virginia Telecommunication Initiative (VATI) funding had recently been received, funding from the Federal Emergency Management Agency (FEMA) and several water resources and resiliency programs remains at risk.

Mr. Crum added that staff are actively monitoring federal funding uncertainties and that a coalition of regional organizations meets weekly to assess these risks. He expressed interest in participating in the Emergency Committee's June 20 meeting and requested inclusion on the agenda to discuss regional funding vulnerabilities.

Delegate Anthony stated that the Emergency Committee would cover topics such as military and veterans affairs, transportation infrastructure, healthcare, and K-12 education, and encouraged active participation by regional agencies.

Chair Hipple observed that although member dues have increased over time, state allocations to Planning District Commissions (PDCs) have declined significantly. He urged HRTPO Board members to advocate for increased state funding for PDCs.

Motion: Mayor Dyer Moved to approve the proposed FY 2026 Budget as presented; seconded by Mayor West. The Motion Carried.

Ms. Hansen's presentation is available on the HRTPO website using the following link:
https://www.hrtpo.org/DocumentCenter/View/14653/051525-TPO-07_Presentation-FY-2026-Budget-PDF?bidId=

**Mayor West departed*

Hampton Roads Rail Crossings Study

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, briefed the Board on the Hampton Roads Rail Crossing Study, initiated at the request of the Freight Transportation Advisory Committee (FTAC), to address the critical role of freight transportation in the region. The study aims to develop a comprehensive inventory of regional rail crossings and prioritize them to better position Hampton Roads for both new and existing federal and state funding opportunities.

Data from the Federal Railroad Administration (FRA), the Virginia Department of Transportation (VDOT), and other sources were utilized to compile the inventory. The study also identified commercial and residential areas isolated by railroad crossings, which contribute to travel delays and pose significant challenges for emergency response access.

There are a total of 619 rail crossings in Hampton Roads, categorized as follows:

- 146 grade-separated crossings, which have structures in place to separate rail and vehicular traffic
- 473 at-grade crossings, with 307 public crossings being the primary focus for prioritization and improvement

The prioritization methodology was developed collaboratively with various committees, considering factors such as traffic volumes, safety records, roadway characteristics, train volumes, estimated delays, and impacts on surrounding areas.

Mr. Nichols highlighted the top-ranked public at-grade rail crossings, with the crossing at Hampton Boulevard and Terminal Boulevard ranked highest. This was followed by crossings at Granby Street and Church Street in Norfolk, both of which serve the Norfolk International

Terminals. Further detailed analysis will identify candidate improvements tailored to each crossing, and the study team plans to engage with local jurisdictions and railroads to gather feedback on proposed projects.

Future steps include:

- Detailed analysis of the top 25 prioritized locations
- Development of a list of recommended improvements
- Collection of data to support applications for federal and state grants
- Collaboration with localities and railroads on proposed improvements
- Target completion of the draft study in fall/winter 2025

Dr. Ella Ward asked if the data presented could be distributed to City Council members.

Mr. Nichols responded that staff have prepared one-pagers summarizing some of the data for each of the 25 crossings. He also indicated that he could share more detailed data if she preferred.

Dr. Ward requested the detailed data in order to discuss it adequately.

Chair Hipple referenced a recent tragic incident involving a traffic accident with a train that resulted in the loss of a young family. He noted that, like many rural crossings, the affected rail crossing lacked safety bars. Chair Hipple emphasized the need for higher safety ratings for railroad crossings and stressed the importance of stringent safety regulations.

Delegate Anthony commented on ongoing discussions in Norfolk regarding the use of flares at crossings, noting concerns about their environmental impact and potential fire risks.

The Rail Crossing Study presentation is available on the HRTPO website using the following link:
[https://www.hrtpo.org/DocumentCenter/View/14654/051525-TPO-08 Presentation-Rail-Crossing-Presentation-PDF?bidId=](https://www.hrtpo.org/DocumentCenter/View/14654/051525-TPO-08%20Presentation-Rail-Crossing-Presentation-PDF?bidId=).

**Senator Mamie Locke departed*

Commonwealth Transportation Board (CTB) Members Update

Mr. Wayne Coleman provided updates on the SMART SCALE funding Round Six, reporting that 11 of 31 applications from the district received funding recommendations. He urged localities to expedite project implementation, noting that delays have resulted in inflation-related challenges affecting funding availability.

VDOT Update

Mr. Christopher Hall echoed the sentiments expressed by Mr. Coleman, acknowledging the hard work of localities and ongoing efforts to address the inflationary impacts on transportation projects.

Mr. Hall provided updates on key transportation initiatives, noting that all three segments of the I-64 widening project are currently under contract, with completion anticipated by summer 2029. He reported that the Denbigh Boulevard Interchange project is in the procurement phase, with the

first phase, focused on improving westbound access, scheduled for completion by spring 2029. The second phase, which will address eastbound movements, is planned for advertisement in FY 2030.

Additionally, Mr. Hall noted that construction on the second tunnel for the HRBT has reached the 50% completion milestone. Traffic is scheduled to be shifted onto the new bridge beginning in June, which will allow for demolition of the existing eastbound bridge.

Chair Michael Hipple recognized the efforts and accomplishments of VDOT and CTB in advancing regional transportation projects.

Virginia Department of Rail and Public Transportation (DRPT) Update

Mr. Zach Trogon reported that he did not have an update to present to the Board.

Virginia Passenger Rail Authority (VPRA) Update

There was no VPRA representative present.

Virginia Port Authority (VPA) Update

Ms. Barb Nelson stated that she did not have an update to present to the Board.

Hampton Roads Transit (HRT) Update

Mr. Harrell reported that the Virginia Beach Wave Trolley season is currently underway. He noted that Hampton Roads Transit (HRT) has launched a new mobile application that includes a mobile ticketing system to enhance rider convenience. Additionally, HRT is building on last year's ridership growth and is implementing a comprehensive marketing and communications strategy to further promote the service.

Williamsburg Area Transit Authority (WATA) Update

Mr. CJ Rock reported that he did not have an update to present to the Board.

FTAC Update

There was no FTAC representative present.

Military Liaisons Updates

Captain Shane Tanner reported that he did not have an update to present to the Board.

Community Advisory Committee (CAC) Update

There was no CAC representative present.

Peninsula Airport Commission (PAC) Update

Mr. Robert Gay reported that two projects are currently underway at the Newport News/Williamsburg International Airport: the Taxiway Delta rehabilitation and the general aviation ramp rehabilitation. Both projects are scheduled to begin in early September.

NAA Update

This update was provided as part of Mr. Perryman's earlier presentation.

HRTPO Board Three-Month Tentative Schedule

Chair Hipple stated that per the Regional Meetings Schedule, the next HRTPO Board meeting is scheduled for July 17, 2025. There is no meeting scheduled in June.

Minutes of HRTPO Advisory Committee Meetings

Chair Hipple indicated that links to the HRTPO Advisory Committee meeting minutes that have been approved since the last HRTPO Board meeting were included in the agenda for information purposes.

For Your Information

Various correspondences of interest were included in the agenda packet for HRTPO Board member information.

Old/New Business

Mr. Crum stated that Ms. Kelli Arledge would be sending an email on behalf of the P&B Committee to request feedback regarding the Executive Director's performance evaluation for the past year.

There was no other old or new business.

Adjournment

With no further business to come before the HRTPO Board, the meeting was adjourned at 12:00 p.m.

Michael J. Hipple
Chair

Robert A. Crum, Jr.
Executive Director/ Secretary

B. HRTPO Financial Statement

The Statement of Revenues and Expenditures for the activities of May 2025 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 4B

RECOMMENDED ACTION:

Approve the HRTPO Financial Statement.

FISCAL YEAR 2025
5/31/25
STATEMENT OF REVENUES AND EXPENDITURES
92% OF FISCAL YEAR COMPLETE

REVENUES	Budget	Previous YTD	Current Month	YTD	% Received /Expended
VDOT-PL SEC 112	\$ 5,398,229	\$ 1,655,675	\$ -	\$ 1,655,675	31%
HRTAC	301,645	67,254	-	67,254	22%
VDRPT 5303/ Pass Through	1,292,464	432,867	141,663	574,530	44%
SP&R	72,500	41,540	-	41,540	57%
Total Revenue	<u>7,064,838</u>	<u>2,197,336</u>	<u>141,663</u>	<u>2,338,999</u>	33%
EXPENDITURES					
PERSONNEL	\$ 3,224,064	\$ 1,891,328	\$ 196,174	\$ 2,087,502	65%
STANDARD CONTRACTS	141,583	8,881	158	9,039	6%
SPECIAL CONTRACTS/PASS THROUGH	3,192,435	189,104	1,893	190,998	6%
OFFICE SERVICES	506,756	137,566	7,170	144,736	29%
INDIRECT COSTS	-	692,014	71,778	763,792	0%
Total Expenses	<u>7,064,838</u>	<u>2,918,894</u>	<u>277,173</u>	<u>3,196,067</u>	45%
TOTALS	<u>\$ -</u>	<u>\$ (721,558)</u>	<u>\$(135,510)</u>	<u>\$ (857,068)</u>	*

* HRTPO grants operate on a quarterly reimbursement basis; as such the total YTD does not reflect the commission's current financial position.

C. Fiscal Year (FY) 2025 Budget Amendment #2

The Fiscal Year (FY) 2025 HRPDC/HRTPO Budget, approved on May 16, 2024, was officially amended at the January 16, 2025 meeting. Subsequently, the HRPDC/HRTPO received new grant awards and adjustments to existing awards. Below is a summary of the changes through June 30, 2025.

The previously approved amended budget totaled **\$44,882,382**. This budget amendment results in an increase of **\$216,227** bringing the total Operating and Pass-Through budget to **\$45,098,609**. The increase of **\$216,227** is the result of the following changes:

\$ +	4,700	New local funding for Chesapeake Bay Restoration – Bay Star Homes (all of which will pass through to consultants).
+	40,000	Additional funding from the Southside Network Authority for operational support
+	214,752	Use of Capital Reserves set aside for upgrades to servers and storage capabilities
+	38,258	Adjustments to Housing Federal Income for differences between estimated and final actual award amounts (\$23,753 of which will pass through to housing recipients).
+	77,307	New award for the National Fish and Wildlife Federation for subaward (all of which will pass through to subawardee).
-	(158,790)	Various adjustments to Emergency Management grants from UASI (\$65,670 of which was intended to pass through to consultants).
\$	216,227	FY 2025 Budget Increase

Attachment 4C

RECOMMENDED ACTION:

Approve the FY 2025 Budget Amendment.

**HAMPTON ROADS PLANNING DISTRICT COMMISSION
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
FY2025 SUMMARY JUNE 2025 BUDGET AMENDMENT**

REVENUES

Local Contributions Member Dues (Note 1)
Local Program Contributions
Other Local Projects
Miscellaneous/Other
HRMFFA
SNA
HRTAC
HRTAC - HRCS
Federal & State Grants:
 Transportation (Fed & State)
 Planning District - Federal
 Planning District - State
 Planning District - State Allocation DHCD (Note 2)

TOTAL OPERATING REVENUE

Deferred
Pass-Thru Revenues

TOTAL REVENUE FOR FISCAL YEAR

TOTAL APPROVED BUDGET	Current 12/31/2024 AMEND	Current 6/30/2025 AMEND	FY2025 PROPOSED AMENDED BUDGET				
			TOTAL BUDGET	TPO PASS-THRU	PDC PASS-THRU	TPO OPER BUDGET	PDC OPER BUDGET
1,753,239	0	0	1,753,239	0	0	636,024	1,117,215
1,073,815	0	(4,860)	1,068,955	0	0	0	1,068,955
20,832	527	0	21,359	0	0	0	21,359
287,815	0		287,815	0	0	0	287,815
55,000	0	0	55,000	0	0	0	55,000
80,000	0	40,000	120,000	0	0	0	120,000
301,645	0	0	301,645	0	0	301,645	0
0	0	0	0	0	0	0	0
7,077,699	384,154	(146,115)	7,315,738	0	0	5,651,713	1,664,025
5,651,713	0	0	5,651,713	0	0	5,651,713	0
1,130,543	334,848	(146,115)	1,319,275	0	0	0	1,319,275
104,500	49,306		153,807	0	0	0	153,807
190,943	0	0	190,943	0	0	0	190,943
10,650,045	384,681	(110,975)	10,923,751	0	0	6,589,382	4,334,369
284,627	(729)	214,752	498,650	0	0	0	498,650
33,815,743	(251,985)	112,450	33,676,208	475,456	33,200,752	0	0
44,750,415	131,967	216,227	45,098,609	475,456	33,200,752	6,589,382	4,833,019

0

EXPENDITURES

Personnel (Note 3)
Standard Contracts (Note 4)
Special Contracts (Note 5)
Expenditures Schedules Operation (Note 6)
TOTAL OPERATING EXPENDITURES
Pass-Thru Expenditures
Deferred Contingencies (Note 7)
TOTAL EXPENDITURES FOR FISCAL YEAR

6,743,418	0	0	6,743,418	0	0	3,224,064	3,519,354
275,935	20,000	0	295,935	0	0	151,583	144,352
505,438	61,902	214,752	782,092	0	0	392,519	389,573
1,023,892	38,600		1,062,492	0	0	537,856	524,636
8,548,683	120,502	214,752	8,883,937	0	0	4,306,022	4,577,915
33,815,743	(251,985)	271,200	33,834,958	475,456	33,359,502	0	0
2,385,989	263,450	(269,725)	2,379,714	0	(158,750)	2,283,360	255,104
44,750,415	131,967	216,227	45,098,609	475,456	33,200,752	6,589,382	4,833,019

Note 1: Local Member Contributions were reduced by \$0.02 in FY2013 to \$0.80 per capita. Increase to \$0.85 in FY22, \$0.90 in FY23 & \$1.00 in FY24

Note 2: State Allocation grant has been reduced from a high of \$366,628 in FY2001 to \$151,943. Increase to \$165,943 in FY22, Increase to \$190,943 in FY25

Note 3: Funding for 50 Full-Time positions.

Note 4: Standard Contracts include: Space, Insurance, Equipment Rental, Maintenance & Repairs, Legal, & Audit.

Note 5: Special Contracts include Internet/Web hosting, design, and maintenance; recycling; public involvement.

Note 6: Schedules: Includes hospitality for mtgs, consumables, equip, copy costs, telephone, memberships, travel.

Note 7: Contingencies consist of those revenues received in current fiscal year that it is anticipated won't be spent until a future fiscal year.

D. Hampton Roads 2050 Long-Range Transportation Plan (LRTP): Project Prioritization Proposed Resiliency Enhancements

The 2050 Long-Range Transportation Plan (LRTP), currently under development, includes a clear commitment to enhancing how resiliency is incorporated into regional transportation planning and decision-making. As part of this effort, HRTPO staff, in collaboration with regional technical stakeholders, has developed an approach to more effectively thread resiliency throughout the Project Prioritization Tool, leveraging data-driven outputs from the US DOT Volpe Center's Resilience and Disaster Recovery (RDR) Tool Suite, alongside existing measures within the Prioritization Tool to better reflect infrastructure criticality.

The RDR Tool Suite, developed through a multi-year partnership with the Volpe Center, supports scenario-based analysis of transportation vulnerabilities, system disruptions, and investment outcomes. HRTPO staff participated in the pilot phase of the tool's development and continue to contribute to its refinement. The tool enables planners to assess how projects perform under a range of potential future conditions, including those influenced by recurrent flooding and storm events.

Proposed Prioritization Enhancements

Rather than isolating resiliency within a single scoring factor, HRTPO staff's approach embeds new and refined metrics across all three components of the Project Prioritization Tool: Project Utility, Project Vitality, and Project Viability. This ensures resiliency is addressed holistically, supporting a more balanced and coordinated project evaluation process that aligns with the LRTP's goal of preparing the region for future uncertainty.

Key proposed metrics include:

- Trip loss and access to critical facilities during hazard events
- TAZ-level transportation benefits to vulnerable communities
- Return on investment (ROI) and regret-based scoring across future scenarios

The proposed measures were presented to the Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting as recommended by the LRTP Subcommittee. Public review and comment was from June 20, 2025 through July 3, 2025 with no comments received. The TTAC has recommended HRTPO Board approval of the proposed measures.

Attachment 4D: Proposed Resiliency Enhancements for the HRTPO Project Prioritization Tool

RECOMMENDED ACTION:

Approve the proposed resiliency enhancements for use in the HRTPO Project Prioritization Tool as part of the 2050 LRTP.

PROPOSED RESILIENCY PRIORITIZATION ENHANCEMENTS

Scoring Location		Draft Measure Name	Draft Scoring Language	Draft Scoring Tiers	Source
Project Utility	System Continuity / Resiliency - new measure	Minimize Trip-Loss During Disruptive Events	Project minimizes loss of trip-making under disruptive conditions (indicates project's importance for maintaining mobility/accessibility during disruptions).	High: ≥90% trips retained Medium: 75–89% Low: 50–74% No Points: <50% retained	Change in Trips (RDR Benefits Analysis Tool)
Project Utility	System Connectivity / Resiliency - refine current level of access to critical areas/facilities	Maintains Access to Critical Areas/Facilities During Disruptive Events	Project preserves access to essential services or facilities during hazard conditions.	High, Medium, Low, No Access Multiplier for retained access during disruptive events	Critical Areas/Facilities data (GIS overlay) + Trip Retention (RDR)
Economic Vitality	Modify current Economic Distress Factors, adding new submeasure	Maintains Access to Transportation-Vulnerable Communities During Disruptive Events	Project preserves access for vulnerable communities during disruptive events (supports equitable mobility and recovery).	High: ≥75% of distressed TAZs retain ≥90% trips Medium: 50–74% Low: 25–49% No Points: <25%	TAZ-Level Metrics (RDR Benefits Tool + Transportation-Vulnerable Communities data)
Project Viability	Modify Cost Effectiveness measure, adding new submeasure	Return on Investment (ROI)	Return on Investment (ROI) across scenarios (includes delay and repair costs savings).	High: ROI ≥ 2.0 Medium: 1.5–1.99 Low: 1.0–1.49 No Points: <1.0	ROI Analysis Tool (RDR: NPV / Cost)
Project Viability	New category: System Importance - new measure	Regret Score	Reflects the potential for regret if a project is not implemented under future hazard conditions. Higher scores indicate greater importance under robust decision-making scenarios.	High: Top 25% of scores Medium: Middle 50% of scores Low: Bottom 25% of scores No Points: Score=0	ROI Analysis Tool (RDR Regret Ranking)
Project Viability	New category: System Importance - new measure	Infrastructure Criticality	Importance of project to maintaining critical regional functions.	High Criticality Medium Criticality Low Criticality No Points	See Criticality matrix (informed by other prioritization measures)

PROPOSED CRITICALITY MEASURE: ROADWAYS

Measure Name	High Criticality (2 points)	Medium Criticality (1 point)	Low Criticality (0 points)
Future Usage (Volumes/Ridership) (double weight)	Top 25% of volumes/ridership (4 points)	25% to 75% volumes/ridership (2 points)	Bottom 25% volumes/ridership
Travel Time Reliability	Very High, High	Medium High, Medium, Medium Low	Low
Degree of Regional Impact	Regional	Multi-jurisdictional	Local
Incident Management/Evacuation Routes	Designated evacuation or incident mgmt route (or both evac and IM route)	Secondary evacuation support (or either evac or IM route)	No evacuation/incident management function
Labor Market Access	High	Medium	Low
Military Access	High	Medium	Low
STRAHNET	Yes	Military Roads	No
Port/Freight Access (Truck Zones)	High	Medium	Low
Impact to Freight Movement (Improved Delay for Port Facilities)	Very High, High (score >3)	Medium High, Medium (score 2 to 3)	Low, Very Low (score <2)
Tourism Access	High	Medium	Low
Access to High Unemployment/ Low-Income Areas	>7	7 to 3	<3
Functional Class	Interstate/Freeway/ Expressway/ Principal Arterial	Minor Arterial/Major Collector (Secondary)	Minor Collector/Local

ROADWAY CRITICALITY	
18-26 points	High Criticality
9-17 points	Medium Criticality
0-8 points	Low Criticality

PROPOSED CRITICALITY MEASURE: INTERMODAL

Measure Name	High Criticality (2 points)	Medium Criticality (1 point)	Low Criticality (0 points)
Future Usage (Volumes/Ridership) (double weight)	Top 25% of volumes/ridership (4 points)	25% to 75% volumes/ridership (2 points)	Bottom 25% volumes/ridership
Travel Time Reliability	Very High, High	Medium High, Medium, Medium Low	Low
Degree of Regional Impact	Regional	Multi-jurisdictional	Local
Labor Market Access	High	Medium	Low
Impact on Truck Movement	>11 points	4 to 11 points	<4 points
Increased Access for Port Facilities	Yes	N/A	No
Improved Access to Truck Zones	High	Medium	Low

INTERMODAL CRITICALITY	
12-16 points	High Criticality
6-11 points	Medium Criticality
0-5 points	Low Criticality

PROPOSED CRITICALITY MEASURE: TRANSIT

Measure Name	High Criticality (2 points)	Medium Criticality (1 point)	Low Criticality (0 points)
Future Usage (Volumes/Ridership) (double weight)	Top 25% of volumes/ridership (4 points)	25% to 75% volumes/ridership (2 points)	Bottom 25% volumes/ridership
Percent of Trips Removed from Roadways	High	Medium	Low
Degree of Regional Impact	Regional	Multi-jurisdictional	Local
Labor Market Access	High (score 14-20)	Medium (score 7-13)	Low (score 0-6)
Military Access	High (<0.25 miles)	Medium (0.25-0.50 miles)	Low (>0.50 miles)
Tourism Access	Direct	Near	Far
Access to High Unemployment/Low-Income Areas	20	10	0

TRANSIT CRITICALITY	
12-16 points	High Criticality
6-11 points	Medium Criticality
0-5 points	Low Criticality

PROPOSED CRITICALITY MEASURE: ACTIVE TRANSPORTATION

Measure Name	High Criticality (2 points)	Medium Criticality (1 point)	Low Criticality (0 points)
Future Usage (Volumes/Ridership) (double weight)	Top 25% of volumes/ridership (4 points)	25% to 75% volumes/ridership (2 points)	Bottom 25% volumes/ridership
Access to Transit or Regional Activity Centers	3+ categories	2 categories	1 or fewer categories
Degree of Regional Impact	Regional	Multi-jurisdictional	Local
Labor Market Access	High (score 14-20)	Medium (score 7-13)	Low (score 0-6)
Military Access	High (<0.25 miles)	Medium (0.25-0.50 miles)	Low (>0.50 miles)
Tourism Access	Direct	Near	Far
Access to High Unemployment/Low- Income Areas	20	10	0

ACTIVE TRANSPORTATION CRITICALITY	
12-16 points	High Criticality
6-11 points	Medium Criticality
0-5 points	Low Criticality

E. FY 2027-2028 Transportation Alternatives (TA) Set-Aside Project Selection Process: Requests for HRTPO Letters of Support

The Transportation Alternatives (TA) Set-Aside project selection process this year will result in allocating TA Set-Aside funds for FY 2027 and FY 2028. The deadline for TA Set-Aside applications is September 15, 2025. Since the Commonwealth Transportation Board (CTB) adopted a two-year cycle for the TA Set-Aside project selection process, the next opportunity to submit applications will be in October 2027.

The VDOT Local Assistance Division (LAD) coordinates the TA Set-Aside in Virginia and each proposed project must receive endorsement by the appropriate Metropolitan Planning Organization (MPO). HRTPO staff requested that each TA Set-Aside applicant in the Hampton Roads Metropolitan Planning Area (MPA) submit a letter to the HRTPO requesting endorsement of the applicant's project proposal(s) by July 1, 2025. There were 17 projects submitted for letters of support by the HRTPO Board, which are listed below by locality.

- James City County
 - *Ironbound Road Sidewalk*
 - This project provides a full 5-foot sidewalk along the western side of Ironbound Road with a mid-block crossing at 3612 Ironbound Road to bring the sidewalk on the eastern side of the road and connect to an existing sidewalk. Project includes pedestrian crossings, modifying the signal at Ironbound Road and Route 5, rapid rectangular flashing beacons, and stormwater improvements in various areas.
 - Project Cost: \$4,241,937
 - TA Set-Aside Request: \$2,500,000
 - *Matoaka Elementary School Safe Routes to School Sidewalk*
 - Project to connect the existing sidewalk at Matoaka Elementary School to two existing sidewalks along Centerville Road. The project proposes a 5-foot sidewalk, pedestrian crossing and ADA curb ramps.
 - Project Cost: \$3,870,951
 - TA Set-Aside Request: \$2,500,000
 - *Richmond Road Sidewalk Phase I*
 - Project will provide a sidewalk along Richmond Road between Bush Springs Road and 7691 Richmond Road. This is the first segment to provide continuous sidewalks from Norge to Toano on one side of Richmond Road. In addition to the five-foot sidewalk, there will be improved crosswalks, drainage, and culvert improvements.
 - Project Cost: \$1,702,184
 - TA Set-Aside Request: \$1,169,340

- City of Newport News
 - *Trail 757 at Endview*
 - This project will provide bicycle and pedestrian improvements from the existing trails in Newport News Park, passing by the historic Endview Plantation, and down Yorktown Road to Chelsea Place for a total distance of 1.95 miles, including a new footbridge over the Lee Hall Reservoir tributary, just west of the Endview Plantation.
 - Project Cost: \$1,875,000
 - TA Set-Aside Request: \$1,500,000
 - *Warwick Boulevard Pedestrian Improvements*
 - This project will provide bicycle and pedestrian improvements along Warwick Boulevard from Enterprise Drive to Katherine Johnson Elementary School for a total distance of 0.56 miles.
 - Project Cost: \$2,650,000
 - TA Set-Aside Request: \$2,120,000
 - *Marshall Avenue Pedestrian Improvements*
 - This project will provide pedestrian improvements along Marshall Avenue from 7414 Marshall Avenue to Briarfield Road for a total distance of 0.61 miles, directly connecting the Westover Station Apartments to Heritage High School and An Achievable Dream Middle and High School.
 - Project Cost: \$3,125,000
 - TA Set-Aside Request: \$2,500,000
- City of Norfolk
 - *25th Street Elizabeth River Trail (ERT)*
 - Project will create a new sidewalk on the south side of West 25th Street in Norfolk. The sidewalk will provide a missing connection from the ERT to a newly developed commercial area, as well as create a more direct connection between two existing segments of the trail.
 - Project Cost: \$1,435,055
 - TA Set-Aside Request: \$1,148,044
 - *Tidewater Drive Sidewalks Phase I*
 - This pedestrian safety project would add new sidewalks and crosswalks along Tidewater Drive from Easy Street to Thole Street on the west side of the road. Crossings would be implemented at the I-64 westbound entrance and exit ramps and I-64 eastbound entrance ramp. Crosswalks would be ADA-Compliant with curb ramps and tactile detection.
 - Project Cost: \$2,732,003
 - TA Set-Aside Request: \$2,000,036
 - *Tidewater Drive Sidewalks Phase II*
 - This pedestrian safety project would add new sidewalks and crosswalks along Tidewater Drive from Thole Street to the existing sidewalk on the west side of the road. The project includes a striped crosswalk across Thole Street and raised pedestrian refuge at the I-64 eastbound Tidewater Drive off-ramp to connect two sidewalk segments.
 - Project Cost: \$2,248,504
 - TA Set-Aside Request: \$1,798,803

- *Monticello Avenue Pedestrian Improvements*
 - This project will create raised median and crosswalks on Monticello Avenue. The median would extend from 15th Street to 16th Street and crosswalks would be installed to cross Monticello Avenue at 15th and 16th Streets. The crossings would include ADA compliant ramps and tactile detection mats, as well as Rectangular Rapid Flashing Beacons to alert drivers of crossing pedestrians.
 - Project Cost: \$1,974,267
 - TA Set-Aside Request: \$1,579,413
- *Norfolk Public Schools Non-Infrastructure Safe Routes to School Program*
 - The grant will provide funding to support a full-time SRTS Coordinator position and activities that educate stakeholders on the benefits of walking or biking to school.
 - Project Cost: \$376,150
 - TA Set-Aside Request: \$300,920
- City of Suffolk
 - *Seaboard Coastline Trail – Segment West*
 - The project’s segment is a 3.3-mile trail from the end of the Prentis Street 10-foot-wide multi-use sidewalk to Kenyon Road. The typical section for the trail consists of a 10-foot-wide asphalt path with 2-foot-wide gravel shoulders.
 - *Route 17 (Bridge Road) Multi-Use Path*
 - This project provides for the construction of the multi-use path along the northside of the existing Bridge Road (Route 17) widening project that extends from 0.10 miles west of Windward Lane to Harbour View Boulevard.
 - Project Cost: N/A
 - TA Set-Aside Request: N/A
- City of Virginia Beach
 - *The Virginia Beach Trail – Phase I*
 - The Virginia Beach Trail is a planned 14-ft wide multi-use trail that will span 12 miles from the Norfolk city line to the Virginia Beach Oceanfront within the city-owned former Norfolk Southern Railroad right-of-way. The trail serves as the final portion of the South Hampton Roads Trail and is the ultimate destination of Trail 757 and Virginia Capital Trail system. This TA Set-Aside application is for Phase 1 of the trail which spans 3.2 miles from Newtown Road to Constitution Drive, including a pedestrian bridge over the existing 10-lane Independence Boulevard. Installation of at-grade pedestrian crossings, lighting, pedestrian refuges, and ADA accommodations are also included.
 - Project Cost: \$35,979,707
 - TA Set-Aside Request: \$2,500,000

- City of Williamsburg
 - *Trail 757 – Williamsburg*
 - A paved shared-use path along the north side of Jamestown Road from John Tyler Lane to South Boundary Street. It is a segment of the alternate route for Trail 757 connecting the Virginia Capital Trail with the City of Williamsburg and eventually to the City of Hampton on the Peninsula. This route is to showcase the region's unique cultural and historic heritage. The alignment is also a phase of the College Woods Circuit that will circumnavigate the natural area referred to as College Woods and the main campus of the College of William & Mary. The project is approximately 8,025 feet in length (1.52 miles) and is included in the City's Goals, Initiatives, and Outcomes.
 - Project Cost: \$3,164,933
 - TA Set-Aside Request: \$2,500,000
- York County
 - *Trail 757 – York Section 2*
 - This project would construct a ten-foot-wide asphalt shared-use path along George Washington Memorial Highway (Route 17) between the west side of the intersection of Ella Taylor Road (Route 15) and Darby Road (Route 613), tying into section 1 and section 3 of Trail 757, which are both funded.
 - Project Cost: \$2,713,323
 - TA Set-Aside Request: \$2,170,659
 - *Tabb High School Crosswalk and Sidewalk*
 - This project will construct a five-foot-wide sidewalk beginning at the northeast corner of the intersection of Yorktown Road (Route 706) and Big Bethel Road (Route 600), running along the east side of Yorktown Road to the southeast corner of its intersection with Tide Mill Road (Route 600). The project will include a crosswalk connecting the new sidewalk across Yorktown Road to the west side, linking it with the existing sidewalk that leads into Tabb High School.
 - Project Cost: \$722,010
 - TA Set-Aside Request: \$577,608

Attachment 4E

RECOMMENDED ACTION:

Endorse the proposed projects for the purpose of applying for TA Set-Aside funding.

**Community Development**

101-A Mounts Bay Road
P.O. Box 8784
Williamsburg, VA 23187-8784
P: 757-253-6671
F: 757-253-6822
community.development@jamescitycountyva.gov

jamescitycountyva.gov

Building Safety & Permits
757-253-6620

Neighborhood Development
757-253-6640

Planning
757-253-6685

Zoning
757-253-

June 11, 2025

Robert A. Crum, Executive Director
Hampton Roads Transit Planning Organization (HRTPO)
723 Woodlake Drive
Chesapeake, VA 23320

RE: Requests for Letters of Support

Dear Mr. Crum,

James City County indicates by this letter its intent to apply for the Transportation Alternatives (TA) Set-Aside Program for Fiscal Years 2027 and 2028 for the following project:

1. Ironbound Road Sidewalk
2. Matoaka Elementary School Safe Routes to School Sidewalk
3. Richmond Road Sidewalk Phase 1

Ironbound Road Sidewalk

Ironbound Road Sidewalk is a sidewalk project along Ironbound Road (RT 615) from Route 5 to Saint Bede Catholic Church at 3686 Ironbound Road. This project provides a full 5-foot sidewalk along the western side of Ironbound Road with a mid-block crossing at 3612 Ironbound Road to bring the sidewalk on the eastern side of the road and connect to an existing sidewalk. Project includes pedestrian crossings, modifying the signal at Ironbound Road and Route 5, rapid rectangular flashing beacons, and stormwater improvements in various areas.

Matoaka Elementary School Safe Routes to School Sidewalk

Matoaka Elementary SRTS Sidewalk is a sidewalk project to connect the existing sidewalk at Matoaka Elementary School to two existing sidewalks along Centerville Road. The project proposes a 5-foot sidewalk, pedestrian crossing and ADA curb ramps.

June 11, 2025
Robert A. Crum, Executive Director
RE: Requests for Letters of Support
Page 2

Richmond Road Sidewalk Segment 1

The Richmond Road Sidewalk Segment 1 project will provide a sidewalk along Richmond Road between Bush Springs Road and 7691 Richmond Road. This is the first segment to provide continuous sidewalks from Norge to Toano on one side of Richmond Road. In addition to the five-foot sidewalk, there will be improved crosswalks, drainage, and culvert improvements. This project is the first step in increasing the walkability along Richmond Road from Toano to Norge. Along the way, there are various residential developments that would be connected to the shopping center in Norge. The full project will connect to a proposed 119-unit apartment complex. Toano Middle School is approximately .25 miles from the edge of the project limits and can provide a safe route for students to walk to school.

In accordance with program requirements, we respectfully request a resolution of support or letter of endorsement. If you have any questions about these projects, please contact me. Thank you for your consideration of our request.

Sincerely,

A handwritten signature in dark ink, appearing to read "Paul D. Holt, III", with a large, sweeping flourish extending to the right.

Paul D. Holt, III, AICP, CNU-A, CFM
Director Community Development Department



Department of Engineering
City of Newport News
2400 Washington Avenue, 7th Floor
Newport News, VA 23607

June 27, 2025

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization (HRTPO)
723 Woodlake Drive
Chesapeake, Virginia 23320

Re: FY27 & FY28 TA-SA Applications – Request for HRTPO Resolution of Support/Letter of Endorsement

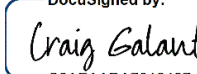
Dear Mr. Crum:

The City of Newport News respectfully requests a letter or resolution of endorsement from the HRTPO for the City's Transportation Alternatives Set-Aside (TA-SA) Program Grant project applications. The City intends to submit the following project applications to the Virginia Department of Transportation (VDOT) for consideration of FY27 and FY28 program funds:

- 1) Trail757 @ Endview (formerly Birthplace of America Trail/BoAT) Multi-Use Path (from Newport News Park, down Yorktown Road from Endview to Chelsea Place)
- 2) Warwick Boulevard Pedestrian Improvements (from Enterprise Drive to Katherine Johnson Elementary School)
- 3) Marshall Avenue Pedestrian Improvements (from 7414 Marshall Avenue to Briarfield Road)

Additional information, including the projects' scope and budget are attached. Thank you in advance for your assistance with and consideration of this endorsement. Please contact me at (757) 926-8626 or Angela Rico at (757) 926-8113 if you need any additional information or have any questions.

Sincerely,

DocuSigned by:

C8AEAA7012437...
Craig M. Galant, PE
Director of Engineering

CMG/ACR/wjw

Mr. Robert A. Crum Jr.
FY27 & FY28 TA-SA Applications – Request for TPO Resolution of Support
June 27, 2025

pc: Deputy Executive Director, HRTPO, Pavithra Parthasarathi
Chief Transportation Engineer, HRTPO, Robert B. Case, PE, PhD
Newport News Assistant Director of Engineering, B. Stilley
Newport News Chief of Civil Design, K. Angle
Newport News Chief of Transportation, L. Frankenberger
Newport News Supervising Engineer, A. Rico
Newport News Financial Services Administrator, W. Rose
Newport News Senior Planner, A. Hopkins
VDOT District Urban Program Manager, J. Alcaide

June 13, 2025

Mr. Robert A. Crum, Jr., Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

Re: City of Norfolk Proposed 2025 TAP Applications

Dear Mr. Crum:

The City of Norfolk will be submitting five (5) Transportation Alternatives Program (TAP) applications this year to the Virginia Department of Transportation (VDOT). We are respectfully requesting a resolution of support by HRTPO for the following projects.

1. 25th Street Elizabeth River Trail

This project will build new sidewalk on the south side of W. 25th Street in the City of Norfolk. This sidewalk will provide a missing connection from the Elizabeth River Trail to a newly redeveloped commercial area, as well as create a more direct connection between two existing segments of the trail. The sidewalk will be ADA accessible and provide a safe pedestrian path where previously there was none.

The project will create a safe path for active transportation users to access the Elizabeth River Trail and adjacent commercial area. The Elizabeth River Trail is a shared-use path for pedestrians and cyclists, and this project aims to tie the trail into the surrounding neighborhood by providing a safe accessway. The inclusion of a high-visibility crosswalk from the proposed sidewalk to the trailhead serves as a visual cue to drivers and pedestrians alike, that this is an area with high pedestrian and cyclist activity.

Project Cost: \$1,435,055

TAP Funding Request: \$1,148,044

2. Tidewater Drive Sidewalks Phase 1

This pedestrian safety project would add new sidewalks and crosswalks along Tidewater Drive from Easy Street to Thole Street on the west side of the road. Crossings would be implemented at the I-64 westbound entrance and exit ramps and I-64 eastbound entrance ramp. Crosswalks would be ADA-compliant with curb ramps and tactile detection. The project would connect to existing sidewalk under the I-64 overpass.

This project aims to create a safe connection for pedestrians along Tidewater Drive, connecting existing segments of sidewalk into the greater pedestrian network. This location is one of only a few opportunities to cross I-64, and the project aims to make this route accessible to all pedestrians. There is already a worn path in this area, showing a demand for connectivity, but doing so poses a hazard to themselves and drivers and is not ADA-compliant for all users. This route would provide a designated path for pedestrians, helping to mitigate conflict between modes.

Project Cost: \$2,732,003

TAP Funding Request: \$2,000,036

3. Tidewater Drive Sidewalks Phase 2

This pedestrian safety project would add new sidewalks and crosswalks along Tidewater Drive from Thole Street to the existing sidewalk on the west side of the road. The project includes a striped crosswalks across Thole Street and raised pedestrian refuge and the I-64 eastbound Tidewater Dr off-ramp to connect these two sidewalk segments. The project also includes improvements to the intersection at Tidewater Drive and Widgeon Road. These improvements include installation of curb ramps, striped crosswalks and a new mast arm on the southeast corner.

This project aims to create a safe route for pedestrian access along Tidewater Drive, connecting existing segments of sidewalk into the greater pedestrian network. This location is one of only a few opportunities to cross I-64, and the project aims to make this route accessible to pedestrians. Pedestrians already currently use this path, but doing so poses a hazard to themselves and drivers. This route would provide a designated path for pedestrians, helping to mitigate conflict between modes.

Project Cost: \$2,248,504

TAP Funding Request: \$1,798,803

4. Monticello Avenue Pedestrian Improvements

This pedestrian safety improvement project will construct raised median and crosswalks on Monticello Avenue. The median would extend from 15th Street to 16th Street and crosswalks would be installed to cross Monticello Avenue at 15th and 16th Streets. The crossings would include ADA compliant ramps and tactile detection mats, as well as Rectangular Rapid Flashing Beacons with push buttons to alert drivers of crossing pedestrians. This project is a recommended improvement from the 2023 VDOT Pipeline Study (HR-23-06).

This project aims to facilitate safe and accessible crossing of Monticello Avenue for access to the surrounding school and transit stops for nearby residents. The project limits has seen a renaissance of business growth. There are currently limited opportunities to cross Monticello Avenue, with few pedestrian signalized crossings or ADA compliant ramps along the corridor. The raised median will offer refuge to pedestrians crossing Monticello Avenue, allowing them to cross one direction of traffic at a time.

Project Cost: \$1,974,267

TAP Funding Request: \$1,579,413

5. Norfolk Public Schools Non-Infrastructure Safe Routes To School Program

The grant will provide funding to support a SRTS Full-time Coordinator position and activities that educate stakeholders on the benefits of biking and walking to school. The SRTS Coordinator will plan and run the following events: Walk To School Day, Bike To School Day, Crossing Guard Appreciation Day, and Bike Rodeos.

The program will be instrumental in creating a safer community with healthier community members that reap the benefits of walking and biking. This application is submitted requesting four years of funding, with two years at 100% of total budget (80% federal/ 20% local) and two years at 60% of the total budget (80% federal/ 20% local).

Program/Position Cost: \$376,150

TAP Funding Request - \$300,920

These projects will further the City's goal of providing access and safety for its citizens.

Please do not hesitate to contact me at 757-664-7313 if you have any questions or require additional information.

Sincerely,



John R. Stevenson
Director, Department of Transportation



CITY OF SUFFOLK

P.O. BOX 1858, SUFFOLK, VA 23439-1858 PH: (757) 514-4355/FAX: (757) 514-7727

Department of Public Works
Administration

April 29, 2025

Mr. Robert A Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization (HRTPO)
The Regional Building
723 Woodlake Drive
Chesapeake VA 23320

**RE: Resolution of Support – Transportation Alternatives Project Applications FY27:
Seaboard Coastline Trail, Segment West & route 17 Multi-use path**

Dear Mr. Crum,

The City of Suffolk, as part of the requirement of the Transportation Alternatives application process, would like to request a resolution of support from the HRTPO for the projects that the City intends to submit. Below, you will find a brief description of each of the project:

Seaboard Coastline Trail, Segment West:

This project's segment is a 3.3 -mile trail segment from the end of the Prentis Street ten foot wide multi use sidewalk to Kenyon Road. The typical section for the trail consists of a 10-foot-wide asphalt path with 2-foot-wide gravel shoulders. The typical section for the trail consists of a 10-foot-wide asphalt path with 2-foot-wide gravel shoulders.

Route 17 (Bridge Road) Multi-Use Path – This project provides for the construction of the multi-use path along the north side of the existing Bridge Rd (Route 17) widening project that extends from 0.10 miles west of Windward Lane to Harbour View Boulevard.

The City of Suffolk respectfully requests that the HRTPO will look favorably upon our request and provide a Resolution of Support for these projects. Should you have any questions concerning this request or need additional information, please contact Darryll D. Lewis at dlewis@suffolkva.us or 757-514-7683.

Sincerely,



Robert E. Lewis, P.E.
Director of Public Works

Mr. Robert Crum, Jr.

Resolution of Support – City of Suffolk T.A. Project Applications- FY 27

April 29, 2025

Page 2

CC: Darryll D. Lewis, P.E., Assistant Director of Public Works
G. Allan Mushett, P.E., CIP Manager
Wanda Moore, VDOT District Urban Program Manager



CITY OF
**VIRGINIA
BEACH**

DEPARTMENT OF PUBLIC WORKS
Office of the City Engineer

Oceana Center
484 Viking Drive STE 200 | Virginia Beach VA 23452

July 2, 2025

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

Re: FY 26-27 and FY 27-28, FAST Act Transportation Alternatives Set-Aside Program - HRTPO
Endorsement Request

Dear Mr. Crum:

The City of Virginia Beach intends to file one (1) application with the Virginia Department of Transportation (VDOT) for the FY26-27 and FY27-28 FAST Act Transportation Alternatives (TA) Set-Aside Surface Transportation Block Grant (formerly TAP) funding. We respectfully request a letter of endorsement for the Virginia Beach Trail Phase 1 project to meet the requirements of the funding application.

The Virginia Beach Trail is a planned 14-ft wide multi-use trail that will span 12 miles from the Norfolk city line to the Virginia Beach Oceanfront within the city-owned former Norfolk Southern Railroad right-of-way. The trail serves as the final portion of the South Hampton Roads Trail and is the ultimate destination of the Birthplace of America and Virginia Capital Trail system. This TA Set-Aside application is for Phase 1 of the trail which spans 3.2-miles from Newtown Road to Constitution Drive, including a pedestrian bridge over the existing 10-lane Independence Boulevard. Installation of at-grade pedestrian crossings, lighting, pedestrian refuges, and ADA accommodations are also included.

Virginia Beach Phase 1 total project cost is estimated at \$35,979,707. The City is requesting \$2,500,000 in Transportation Alternatives Set-Aside funds. The project previously has received \$750,000 in Congressionally Directed Spending as well as a \$14,900,000 Safe Streets for All (SS4A) award in 2023. The remaining \$17,204,707 (48%) will be provided by the City as a local match. In accordance with TA Set-Aside program requirements, we respectfully request a resolution of support or letter of endorsement from the Hampton Roads Transportation Planning Organization.

Please do not hesitate to contact me at 757-385-8459 or email me at sfsmitjr@vbgov.com if you have any questions or require additional information.

Sincerely,

Stanley F. Smith, Jr., PE
Engineering Support Engineer IV

Robert A. Crum, Jr. Executive Director
FAST Act Transportation Alternatives Set-Aside Program - HRTPO Endorsement Request
July 2, 2025
Page 2

C: LJ Hansen, PE, Director of Public Works
Toni Utterback, PE, Public Works City Engineer
David S. Jarman, PE, Public Works/Engineering
John Mihaly, HRTPO Senior Transportation Planning
Bridjette Parker, PMP, VDOT Program Manager / Urban Division



CITY OF WILLIAMSBURG

Public Works & Utilities Department

July 3, 2025

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320

Re: City of Williamsburg Proposed 2026 TAP Application

Dear Mr. Crum:

The City of Williamsburg is requesting the Hampton Roads Transportation Planning Organization (HRTPO) to endorse the following proposed project as a candidate for funding through the Transportation Alternatives Set-Aside program in FY26-27:

Trail757 - Williamsburg

This project is a shared-use path along the north side of Jamestown Road from the intersection with John Tyler Lane to the intersection with South Boundary Street in the City of Williamsburg. It provides a segment of an alternative routing of the Birthplace of America Trail (BoAT), a concept to connect the Virginia Capital Trail to Williamsburg and the Lower Peninsula along a route which showcases the region's unique cultural and historic heritage. The alignment is also part of an overall loop for pedestrians and cyclists planned as an alternative route for the BoAT trail to circumnavigate the natural area known as College Woods and the main campus of the College of William & Mary. The first phase along Monticello Avenue (UPC 109074) is complete along with other improvements constructed by the City in 2019-20 to connect from Ironbound Road to Richmond Road. College Woods Circuit, Phase 2 is currently under design and was previously awarded funding through TAP in FY22. The proposed route is 8,025 feet (1.52 mi.) in length and is proposed in the City's FY2025-2026 Goals, Initiatives, and Outcomes.

Estimated total project cost: \$3,164,933
TA funding request (80%): \$2,500,000

Thank you for your consideration.

Sincerely,

Andrew O. Trivette
City Manager

cc: Jack Reed, Public Works Director
Jamie Clark, PE, City Engineer

**Department of Planning &
Development Services**

Acting Director

Earl W. Anderson, AICP, CZA

Acting Deputy Director

Caitlin Aubut, AICP, CZO



Building Safety
Development Services
Planning

June 25, 2025

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads TPO
723 Woodlake Drive
Chesapeake, Virginia 23320

Dear Mr. Crum:

SUBJECT: AMENDED REQUEST: FY 2027/FY 2028 Transportation Alternatives Set-Aside Applications

York County intends to submit two applications to VDOT for Surface Transportation Block Grant funding under the Transportation Alternatives (TA) Set-Aside for FY 2027/FY 2028 for the following projects:

- **Trail 757, York Section 2:** This project would construct a ten-foot (10') wide asphalt shared-use path along George Washington Memorial Highway (Route 17) between west side of the intersection of Ella Taylor Road (Rt. 751) and Darby Road (Rt. 613), tying into Section 1 and Section 3 of Trail 757 (formerly the Birthplace of America Trail), which are both funded. Section 1 is a current TA project in the design phase. Section 3 of Trail 757 within York County continues from the Darby Route 17 intersection down Hampton Hwy. Section 3 is an approved Smart Scale project and will begin in 2027. We will be requesting \$2,170,659 in TA Set-Aside funds, which represents 80% of the estimated total project cost of \$2,713,323.
- **Tabb High School Crosswalk and Sidewalk:** This project will construct a five-foot (5') wide sidewalk beginning at the northeast corner of the intersection of Yorktown Road (Rt. 706) and Big Bethel Road (Rt. 600), running along the east side of Yorktown Road to the southeast corner of its intersection with Tide Mill Road (Rt. 600). From there, the project will include a crosswalk connecting the new sidewalk across Yorktown Road to the west side, linking with the existing sidewalk that leads into Tabb High School. The primary goal of this project is to create a safe pedestrian route for students traveling to Tabb High School from residential areas across Yorktown Road. The addition of a sidewalk and a protected crossing equipped with a Rectangular Rapid Flashing Beacon (RRFB) will enable the school to change its current designation as a "non-walking school"—where walking is prohibited by policy—to a walkable school with safe, designated pedestrian access. We will be requesting approximately \$577,608 in TA Set-Aside funds, which represents 80% of the estimated total project cost of \$722,010.

P.O. Box 532 • Yorktown, Virginia 23690-0532
(757) 890-3404 • Email: planning@yorkcounty.gov
A Hampton Roads Community

Mr. Robert A. Crum, Jr.

June 25, 2025

Page 2

Sketches of the proposed projects are enclosed.

In accordance with TA Set-Aside program requirements, we hereby request a letter or resolution of endorsement from the HRTPO for these two applications. Should there be any questions, please contact me at (757) 890-3495 or by email at caitlin.aubut@yorkcounty.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Caitlin Aubut".

Caitlin E. Aubut, AICP
Acting Deputy Director
Department of Planning & Development Services

Enclosures

Copy to: Beth Mertz-Guinn, PE, Engineering Manager

F. HRTPO Freight Transportation Advisory Committee: Membership

The Hampton Roads Transportation Planning Organization (HRTPO) Freight Transportation Advisory Committee (FTAC) is an advisory committee to the HRTPO Board, and its mission is to advocate on behalf of the systematic needs for the transport and movement of freight in the region. The Committee acts as an advocate for freight issues and brings awareness of those issues to the public, key stakeholders, and policy makers.

One of the current FTAC members, Mr. Mike Abbott, representing Hapag-Lloyd (America) LLC, recently retired. However, Mr. Abbott's replacement has not yet been named. The FTAC is recommending extending Mr. Abbott's term until a replacement can be named.

RECOMMENDED ACTION:

Approve extending Mr. Abbott's term until a replacement can be named.

**G. FY 2026 Schedule for the Hampton Roads Regional Meetings:
HRPDC/HRTPO/HRTAC/HRMFFA**

Attached is the FY 2026 (July 2025 through June 2026) schedule for the regional meetings of the Hampton Roads Planning District Commission (HRPDC), Hampton Roads Transportation Planning Organization (HRTPO), Hampton Roads Transportation Accountability Commission (HRTAC), and Hampton Roads Military and Federal Facilities Alliance (HRMFFA).

Attachment 4G

RECOMMENDED ACTION:

Approve the FY 2026 meeting schedule.

**FY 2026 Hampton Roads Regional
Meetings (July 2025 – June 2026)
HRPDC/HRTPO/HRMFFA/HRTAC**

Date	HRTPO 10:30 AM	HRPDC 12:30 PM	HRMFFA 10:30 AM	HRTAC 12:30 PM
JULY 17, 2025				
AUGUST 15, 2025	No Meetings Currently Scheduled			
SEPTEMBER 18, 2025				
OCTOBER 16, 2025				
NOVEMBER 20, 2025				
DECEMBER 11, 2025				
JANUARY 15, 2026	*	*		
FEBRUARY 19, 2026				
MARCH 19, 2026				
APRIL 16, 2026				
MAY 21, 2026				
JUNE 18, 2026			*	*

**Annual Meeting*

H. FY 2024-2027 Transportation Improvement Program (TIP) Amendments

Exempt from Conformity Amendments

i. DRPT – FY 2024-2027 TIP Amendment

STIP ID FACT001 – Paratransit Vehicles

The Virginia Department of Rail and Public Transportation (DRPT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add STIP ID FACT001, a DRPT-administered project.

The specifics of the request are described below:

- **STIP ID FACT001 – Paratransit Vehicles**
 - Add project to TIP.
 - Add FY 2025 State funding of \$59,382
 - Add FY 2025 FTA 5310 funding of \$475,052
 - Add FY 2025 Local funding of \$59,382

STIP ID FACT001 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it pertains to rolling stock. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ii. DRPT – FY 2024-2027 TIP Amendment
STIP ID HRT0128 – Contracted Paratransit Vehicles

The Virginia Department of Rail and Public Transportation (DRPT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add STIP ID HRT0128, a DRPT-administered project.

The specifics of the request are described below:

- **STIP ID HRT0128 – Contracted Paratransit Vehicles**
 - Add project to TIP.
 - Add FY 2025 FTA 5310 funding of \$3,200,000
 - Add FY 2025 Local funding of \$800,000

STIP ID HRT0128 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it pertains to operating assistance. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**iii. DRPT – FY 2024-2027 TIP Amendment
STIP ID SSV0003 – Operating Assistance**

The Virginia Department of Rail and Public Transportation (DRPT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise STIP ID SSV0003, a DRPT-administered project.

The specifics of the request are described below:

- **STIP ID SSV0003 – Operating Assistance**
 - Revise FY 2025 State funding to be \$59,382
 - Revise FY 2025 FTA 5310 funding to be \$475,052
 - Revise FY 2025 Local funding to be \$59,382

STIP ID SSV0003 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it pertains to operating assistance. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

iv. Hampton – FY 2024-2027 TIP Amendment
UPC 123173 – West Queen Street Corridor Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 123173, a Hampton project.

The specifics of the request are described below:

- **UPC 123173 – West Queen Street Corridor Improvements**
 - Add project to TIP.
 - Description: Existing 4-lane undivided facility will be reduced to 2 lanes with the existing north side lanes converted to a 10' shared-use path. Additional segments of sidewalk will be added in missing sections.
 - Jurisdiction/Agency: Hampton
 - Length: N/A
 - Termini: N/A
 - System: Urban
 - Scope: Facilities for Pedestrians and Bicycles
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$612,022
 - Right of Way (RW): \$0
 - Construction (CN): \$3,932,782
 - Total Cost Estimate: \$4,544,804
 - Schedule as follows:
 - PE Start: 8/1/2025; End: 12/17/2027
 - RW: N/A
 - CN Start: 12/17/2027; End: 12/4/2028
 - Allocations as follows:
 - Add FY 2025 District Grant Program-Supplemental-State (DGP-Sup-State) allocation of \$200,000
 - Add FY 2026 DGP-Sup-State allocation of \$35,000
 - Add FY 2027 DGP-Sup-State allocation of \$400,000
 - Obligations as follows:
 - Add FY 2025 PE Phase Other obligation of \$612,022

UPC 123173 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [*Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.*](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

v. HRT – FY 2024-2027 TIP Amendment
UPC T22709 – Victoria Boulevard Facility Upgrades – Phase 2

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add the Construction Phase and revise the cost estimate, schedule, allocations, and obligations for UPC T22709, a Hampton Roads Transit (HRT) project.

The allocations pertaining to FY 2024 and FY 2025 CRP funds are already listed in VDOT's Statewide Transportation Improvement Program (STIP). However, the allocations are necessary for this TIP Amendment as the funds are not yet reflected in the Hampton Roads FY 2024-2027 TIP.

Please see STIP ID HRT0082 located in Section X – Public Transportation System Projects in the FY 2024-2027 TIP for funds other than the Carbon Reduction Program (CRP) and Regional Surface Transportation Program (RSTP).

The specifics of the request are described below:

- **UPC T22709 – Victoria Boulevard Facility Upgrades – Phase 2**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$10,100,000
 - Right of Way (RW): \$0
 - Construction (CN): \$897,100
 - Total Cost Estimate: \$10,997,100
 - Revise Schedule as follows:
 - PE Start: 10/1/2024; End: 3/31/2027
 - RW: N/A
 - CN Start: 1/1/2027; End: 3/31/2029
 - Revise Allocations as follows:
 - Add FY 2024 Carbon Reduction Program (CRP) allocation of \$80,000, plus \$20,000 CRP match
 - Add FY 2025 CRP allocation of \$717,680, plus \$179,420 CRP match
 - Revise Obligations as follows:
 - Add FY 2025 PE Phase Regional Surface Transportation Program (RSTP) obligation of \$4,368,409, plus \$1,092,102 RSTP match
 - Add FY 2025 PE Phase CRP obligation of \$80,000, plus \$20,000 CRP match
 - Add FY 2025 CN Phase CRP obligation of \$717,680, plus \$179,420 CRP match

UPC T22709 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is the renovation of a transit building. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**vi. Portsmouth – FY 2024-2027 TIP Amendment
UPC 113830 – Portsmouth Emergency Vehicle Preemption Software and Hardware**

The City of Portsmouth has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate and allocations, and to transfer a total of \$185,649 in Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds from one completed Portsmouth CMAQ project to UPC 113830, another CMAQ-eligible Portsmouth project. A TIP Amendment is necessary as the cost estimate increase is outside of the Sliding Scale. The cost estimate increased due to the lone bid being higher than the current estimate in VDOT's database.

The specifics of the request are described below:

- **UPC 113830 – Portsmouth Emergency Vehicle Preemption Software and Hardware**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$24,049
 - Right of Way (RW): \$0
 - Construction (CN): \$699,932
 - Total Cost Estimate: \$723,981
 - Revise Allocations as follows:
 - Receive FY 2019 CMAQ allocation of \$148,519, plus \$37,130 CMAQ match, from UPC 102985
 - Revise FY Previous Local (LOC) allocation to be \$191,945

UPC 113830 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it pertains to a traffic control device other than signalization. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from July 2, 2025 through July 16, 2025. No comments received to date. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**vii. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 121187 – Independence at Baxter Pedestrian Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the schedule, cost estimate, allocations, and obligations for UPC 121187, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 121187 – Independence at Baxter Pedestrian Improvements**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$128,098
 - Right of Way (RW): \$0
 - Construction (CN): \$499,927
 - Total Cost Estimate: \$628,025
 - Revise Schedule as follows:
 - PE Start: 6/7/2023; End: 2/19/2027
 - RW: N/A
 - CN Start: 2/19/2027; End: 9/6/2028
 - Revise Allocations as follows:
 - Add FY 2025 LOC allocation of \$224,175
 - Revise Obligations as follows:
 - Add FY 2025 PE Phase TAP/F Federal obligation of \$15,281
 - Revise PE Phase TAP/F Match obligation to be \$25,619
 - Add FY 2027 CN Phase TAP/F obligation of \$176,179, plus \$44,045 TAP/F match
 - Add FY 2027 CN Phase Other obligation of \$279,704

UPC 121187 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**viii. WATA – FY 2024-2027 TIP Amendment
UPC 115378 – Five Bus Purchase Replacement**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 115378, a WATA project.

The specifics of the request are described below:

- **UPC 115378 – Five Bus Purchase Replacement**
 - Add project to TIP.
 - Description: Purchase five replacement buses.
 - Jurisdiction/Agency: WATA
 - Length: N/A
 - Termini: N/A
 - System: Public Transportation
 - Scope: Transit
 - Oversight: Federal Oversight
 - Administered by: WATA-DRPT
 - Regionally Significant: No
 - CMAQ: Yes
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$0
 - Right of Way (RW): \$0
 - Construction (CN): \$2,925,000
 - Total Cost Estimate: \$2,925,000
 - Schedule as follows:
 - PE Start: 2/19/2025; End: 5/23/2025
 - RW: N/A
 - CN Start: 5/23/2025; End: 5/20/2027
 - Allocations as follows:
 - Add FY 2025 Congestion Mitigation and Air Quality (CMAQ) Improvement Program allocation of \$517,997, plus \$129,499 CMAQ match
 - Add FY 2027 CMAQ allocation of \$2,923,637, plus \$730,909 CMAQ match

UPC 115378 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bus replacement. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ix. WATA – FY 2024-2027 TIP Amendment
UPC 127832 – CRP Electric/Hybrid Expansion Support Vehicle

The Williamsburg Area Transit Authority (WATA) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 127832, a WATA project. Any other funds associated with UPC 127832 will be reflected on STIP ID WAT0073, which is being added simultaneously to the TIP.

The specifics of the request are described below:

- **UPC 127832 – CRP Electric/Hybrid Expansion Support Vehicle**
 - Add project to TIP.
 - Description: Purchase electric/hybrid vehicle for maintenance, repairs, and improvements associated with bus stops.
 - Jurisdiction/Agency: WATA
 - Length: N/A
 - Termini: N/A
 - System: Public Transportation
 - Scope: Transit
 - Oversight: Federal Oversight
 - Administered by: WATA-DRPT
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - CRP: Yes
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$110,000
 - Right of Way (RW): \$0
 - Construction (CN): \$0
 - Total Cost Estimate: \$110,000
 - Schedule as follows:
 - PE Start: 7/1/2025; End: 6/30/2026
 - RW: N/A
 - CN: N/A
 - Allocations as follows:
 - Add FY 2024 Carbon Reduction Program (CRP) allocation of \$88,000, plus \$22,000 CRP match

UPC 127832 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is the purchase of a support vehicle. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

x. WATA – FY 2024-2027 TIP Amendment
STIP ID WAT0073 – CRP Electric/Hybrid Expansion Support Vehicle

The Williamsburg Area Transit Authority (WATA) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add STIP ID WAT0073, a WATA DRPT-administered project. The Carbon Reduction Program (CRP) funds associated with STIP ID WAT0073 will be reflected on UPC 127832 in order to individually track these funds. UPC 127832 is being added simultaneously to the TIP.

The specifics of the request are described below:

- **STIP ID WAT0073 – CRP Electric/Hybrid Expansion Support Vehicle**
 - Add project to TIP
 - Add FY 2025 Local funding of \$5K

STIP ID WAT0073 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is the purchase of a support vehicle. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**xi. York County – FY 2024-2027 TIP Amendment
UPC 119281 – Victory Boulevard Shared Use Path**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate and transfer a total of \$2,985,060 in Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds from the HRTPO CMAQ Reserve Account to UPC 119281, a York County project. The CMAQ transfer is necessary because VDOT recently conducted pre-scoping and provided an updated cost estimate, which is higher than the current estimate in VDOT's database.

The specifics of the request are described below:

- **UPC 119281 – Victory Boulevard Shared Use Path**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$868,810
 - Right of Way (RW): \$601,831
 - Construction (CN): \$2,496,029
 - Total Cost Estimate: \$3,966,670
 - Revise Allocations as follows:
 - Receive FY 2025 CMAQ allocation of \$2,388,048, plus \$597,012 CMAQ match, from the HRTPO CMAQ Reserve Account

UPC 119281 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from July 2, 2025 through July 16, 2025. No comments received to date. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

I. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Amendments – Programmatic Conformity Finding

i. Chesapeake – FY 2024-2027 TIP Amendment
UPC 115350 – Battlefield Boulevard/Volvo Parkway Intersection Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to ungroup UPC 115350, a Chesapeake project, and add it back into the TIP as an individual project.

The specifics of the request are described below:

- **UPC 115350 – Battlefield Boulevard/Volvo Parkway Intersection Improvements**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Improvements at the Battlefield Boulevard and Volvo Parkway intersection to include construction of new lanes along both Volvo Parkway approaches and modifications to the signal and medians.
 - Jurisdiction/Agency: Chesapeake
 - Length: N/A
 - Termini: N/A
 - System: Urban
 - Scope: Reconstruction w/Added Capacity
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$385,000
 - Right of Way (RW): \$265,000
 - Construction (CN): \$2,580,000
 - Total Cost Estimate: \$3,230,000
 - Schedule as follows:
 - PE Start: 12/8/2022; End: 1/8/2026
 - RW Start: 1/8/2026; End: 10/1/2026
 - CN Start: 10/1/2026; End: 6/15/2028
 - Allocations as follows:
 - Add FY Previous Local (LOC) allocation of \$28,000
 - Add FY 2024 National Highway Safety/National Highway Performance Program (NHS/NHPP) allocation of \$547,129
 - Add FY 2027 NHS/NHPP allocation of \$900,000
 - Obligations as follows:
 - Add FY Previous PE Phase NHS/NHPP obligation of \$282,492
 - Add FY 2025 PE Phase NHS/NHPP obligation of \$102,508
 - Add FY 2026 RW Phase NHS/NHPP obligation of \$162,129
 - Add FY 2026 RW Phase Other obligation of \$102,871

UPC 115350 is being ungrouped in the Hampton Roads FY 2024-2027 and listed individually, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ii. Newport News – FY 2024-2027 TIP Amendment
UPC 115237 – J. Clyde Morris Boulevard Intersection Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to ungroup UPC 115237, a Newport News project, and add it back into the TIP as an individual project.

The specifics of the request are described below:

- **UPC 115237 – J. Clyde Morris Boulevard Intersection Improvements**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Improve efficiency for three consecutive intersections with two 500-foot-long sections of lane infill.
 - Jurisdiction/Agency: Newport News
 - Length: N/A
 - Termini: N/A
 - System: Urban
 - Scope: Safety
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$200,000
 - Right of Way (RW): \$25,000
 - Construction (CN): \$1,543,528
 - Total Cost Estimate: \$1,768,528
 - Schedule as follows:
 - PE Start: 8/2/2022; End: 6/24/2025
 - RW Start: 6/24/2025; End: 6/15/2027
 - CN Start: 6/15/2027; End: 8/9/2028
 - Allocations as follows:
 - Add FY Previous District Grant Program/National Highway Performance Program (DGP/NHPP) allocation of \$200,000
 - Add FY Previous District Grant Program/State (DGP/State) allocation of \$25,000
 - Add FY 2027 DGP/State allocation of \$1,000,000
 - Obligations as follows:
 - Add FY Previous PE Phase NHPP obligation of \$200,000
 - Add FY 2025 RW Phase Other obligation of \$25,000
 - Add FY 2027 CN Phase Other obligation of \$1,543,528

UPC 115237 is being ungrouped in the Hampton Roads FY 2024-2027 and listed individually, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the *Procedures for [Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#)*.

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**iii. Newport News – FY 2024-2027 TIP Amendment
UPC 115241 – Jefferson Avenue and Oyster Point Road Intersection
Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to ungroup UPC 115241, a Newport News project, and add it back into the TIP as an individual project.

The specifics of the request are described below:

- **UPC 115241 – Jefferson Avenue and Oyster Point Road Intersection Improvements**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Install a third eastbound left turn lane on Oyster Point Road and a third westbound receiving lane on Oyster Point Road to couple with signal timing changes to improve operational efficiency for all movements.
 - Jurisdiction/Agency: Newport News
 - Length: N/A
 - Termini: N/A
 - System: Primary
 - Scope: Safety
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$450,000
 - Right of Way (RW): \$5,724,984
 - Construction (CN): \$5,358,034
 - Total Cost Estimate: \$11,533,018
 - Schedule as follows:
 - PE Start: 8/25/2022; End: 4/8/2026
 - RW Start: 4/8/2026; End: 5/26/2028
 - CN Start: 5/26/2028; End: 5/28/2029
 - Allocations as follows:
 - Add FY 2024 High Priority Projects/National Highway Performance Program (HPP/NHPP) allocation of \$360,000
 - Add FY 2024 HPP/State allocation of \$90,000
 - Add FY 2026 HPP/State allocation of \$96,954
 - Add FY 2027 HPP/NHPP allocation of \$3,447,816

- Obligations as follows:
 - Add FY Previous PE Phase NHPP obligation of \$450,000
 - Add FY 2026 RW Phase National Highway Safety/National Highway Performance Program (NHS/NHPP) obligation of \$3,447,816
 - Add FY 2026 RW Phase Other obligation of \$2,277,168

UPC 115241 is being ungrouped in the Hampton Roads FY 2024-2027 and listed individually, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [*Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.*](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

iv. Newport News – FY 2024-2027 TIP Amendment
UPC 115504 – Warwick Boulevard and Oyster Point Road Intersection
Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to ungroup UPC 115504, a Newport News project, and add it back into the TIP as an individual project.

The specifics of the request are described below:

- **UPC 115504 – Warwick Boulevard and Oyster Point Road Intersection Improvements**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Install a third southbound left turn lane on Warwick Boulevard as well as a corresponding receiving lane eastbound on Oyster Point Road to alleviate congestion for the southbound left and northbound through traffic on Warwick Boulevard.
 - Jurisdiction/Agency: Newport News
 - Length: N/A
 - Termini: N/A
 - System: Primary
 - Scope: Safety
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$380,000
 - Right of Way (RW): \$927,294
 - Construction (CN): \$4,143,443
 - Total Cost Estimate: \$5,450,737
 - Schedule as follows:
 - PE Start: 8/2/2022; End: 11/3/2025
 - RW Start: 11/3/2025; End: 5/4/2028
 - CN Start: 5/4/2028; End: 12/27/2029
 - Allocations as follows:
 - Add FY Previous District Grant Program/National Highway Performance Program (DGP/NHPP) allocation of \$750,000
 - Add FY Previous District Grant Program/State (DGP/State) allocation of \$4,241,155
 - Add FY 2024 DGP/NHPP allocation of \$454,582

- Obligations as follows:
 - Add FY Previous PE Phase NHPP obligation of \$375,000
 - Add FY 2025 PE Phase National Highway Safety/National Highway Performance Program (NHS/NHPP) obligation of \$5,000
 - Add FY 2026 RW Phase NHS/NHPP obligation of \$824,582
 - Add FY 2026 RW Phase Other obligation of \$102,172

UPC 115504 is being ungrouped in the Hampton Roads FY 2024-2027 and listed individually, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**v. Newport News – FY 2024-2027 TIP Amendment
UPC 123179 – Oyster Point Widening II**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 123179, a Newport News project.

The specifics of the request are described below:

- **UPC 123179 – Oyster Point Widening II**
 - Add project to TIP.
 - Description: Construct a sidewalk on westbound Oyster Point Road from Arboretum Way to Warwick Boulevard, a sidewalk on eastbound Oyster Point Road from Nettles Drive to Radcliff Lane, modifications to the island on the south leg of Oyster Point Road/Nettles, install high-visibility crosswalks with ADA ramps and pedestrian signals at entrances, improvements to the existing bus stop on westbound Oyster Point Road, and the extension of the eastbound turn lane at Oyster Point Road/Radcliff Lane.
 - Jurisdiction/Agency: Newport News
 - Length: 0.36 miles
 - Termini: From Warwick Boulevard to Radcliff Lane
 - System: Urban
 - Scope: Reconstruction w/Added Construction
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$1,113,119
 - Right of Way (RW): \$3,980,472
 - Construction (CN): \$6,190,918
 - Total Cost Estimate: \$11,284,509
 - Schedule as follows:
 - PE Start: 12/26/2025; End: 2/18/2028
 - RW Start: 2/18/2028; End: 11/10/2028
 - CN Start: 11/10/2028; End: 10/29/2029
 - Allocations as follows:
 - Add FY 2026 District Grant Program/State (DGP/State) allocation of \$1,000,000
 - Add FY 2027 DGP/State allocation of \$2,000,000
 - Obligations as follows:
 - Add FY 2026 PE Phase Other obligation of \$1,113,119

UPC 123179 is being added to the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#).

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

vi. Norfolk – FY 2024-2027 TIP Amendment
UPC 125975 – Signal System Upgrade for Incident Management

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 125975, a Norfolk project.

The specifics of the request are described below:

- **UPC 125975 – Signal System Upgrade for Incident Management**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$377,900
 - Right of Way (RW): \$0
 - Construction (CN): \$2,622,100
 - Total Cost Estimate: \$3,000,000
 - Revise Schedule as follows:
 - PE Start: 6/17/2025; End: 11/2/2027
 - RW: N/A
 - CN Start: 11/2/2027; End: 10/18/2028
 - Revise Allocations as follows:
 - Add FY 2025 Local (LOC) allocation of \$254,442
 - Revise Obligations as follows:
 - Add FY 2025 PE Phase Carbon Reduction Program/Flex (CRP/F) obligation of \$377,900

UPC 125975 is being revised in the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

vii. Poquoson – FY 2024-2027 TIP Amendment
UPC 115524 – Victory Boulevard Enhancements – Poquoson Segment

The City of Poquoson has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to delete UPC 115524, a Poquoson project.

The specifics of the request are described below:

- **UPC 115524 – Victory Boulevard Enhancements – Poquoson**
 - Delete project in the TIP after the removal of all allocations and obligations.

The FY 2024-2027 TIP sheet will be updated in detail regarding the removal of allocations and obligations, extracted and saved, and then the project will be deleted from the TIP.

UPC 115524 is being deleted from the Hampton Roads FY 2024-2027 TIP. Since the project includes intersection, turn lane, shoulder, and bicycle/pedestrian improvements, it is not regionally significant. Therefore, this proposed amendment qualifies for an FHWA/FTA programmatic conformity. Fiscal constraint is not an issue as the project is being deleted. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#).

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

viii. Portsmouth – FY 2024-2027 TIP Amendment
UPC 107035 – George Washington Highway Corridor Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the description, cost estimate, schedule, allocations, and obligations for UPC 107035, a Portsmouth project.

The specifics of the request are described below:

- **UPC 107035 – George Washington Highway Corridor Improvements**
 - Revise Description as follows:
 - Corridor improvements along George Washington Highway, including the George Washington Highway/Elm Avenue intersection. Appropriate cross sections per approach to address access management issues, railroad crossings, and bike/pedestrian accommodations.
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$1,011,340
 - Right of Way (RW): \$2,227,060
 - Construction (CN): \$8,107,948
 - Total Cost Estimate: \$11,346,348
 - Revise Schedule as follows:
 - PE Start: 2/2/2022; End: 3/31/2026
 - RW Start: 3/31/2026; End: 3/27/2029
 - CN Start: 3/27/2029; End: 8/27/2030
 - Revise Allocations as follows:
 - Add FY 2025 Local (LOC) allocation of \$5,396,348
 - Revise Obligations as follows:
 - Add FY 2025 PE Phase Regional Surface Transportation Program (RSTP) obligation of \$369,072, plus \$92,268 RSTP match
 - Remove FY 2024 RW Phase RSTP Federal obligation of \$372,613
 - Add FY 2026 RW Phase RSTP Federal obligation of \$1,781,648
 - Revise RW Phase RSTP Match obligation to be \$445,412
 - Remove FY 2024 RW Phase Highway Infrastructure Program/Flex (HIP/F) obligation of \$1,034,234
 - Remove FY 2025 CN Phase RSTP obligation of \$3,120,000 and \$780,000 RSTP match

UPC 107035 is being revised in the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ix. Portsmouth – FY 2024-2027 TIP Amendment
UPC 119211 – Portsmouth Transit Station

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to ungroup UPC 119211, a Portsmouth project, and add it back into the TIP as an individual project.

The specifics of the request are described below:

- **UPC 119211 – Portsmouth Transit Station**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Redevelop commuter lot at the I-264 Exit 7 Interchange (corner of Bart and Court Street) into a multimodal transit station with eight bus transit bays and passenger shelters for HRT, 74 improved commuter parking spaces, bicycle racks, and drop-off/pick-up for taxi and rideshare.
 - Jurisdiction/Agency: Portsmouth
 - Length: N/A
 - Termini: N/A
 - System: Miscellaneous
 - Scope: Transit
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$328,378
 - Right of Way (RW): \$0
 - Construction (CN): \$3,744,480
 - Total Cost Estimate: \$4,072,858
 - Schedule as follows:
 - PE Start: 12/25/2025; End: 12/9/2027
 - RW: N/A
 - CN Start: 12/9/2027; End: 11/24/2028
 - Allocations as follows:
 - Add FY 2026 District Grant Program (DGP) allocation of \$72,858
 - Add FY 2027 DGP allocation of \$500,000
 - Obligations as follows:
 - Add FY 2026 PE Phase Other obligation of \$328,378

UPC 119211 is being ungrouped in the Hampton Roads FY 2024-2027 and listed individually, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [*Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads*](#).

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

x. Suffolk – FY 2024-2027 TIP Amendment
UPC 111088 – City of Suffolk Downtown Signal System Upgrade

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to ungroup UPC 111088, a Suffolk project, and add it back into the TIP as an individual project.

The specifics of the request are described below:

- **UPC 111088 – City of Suffolk Downtown Signal System Upgrade**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Upgrade the signal system to TS-2 cabinets and install fiber optic connectivity, which will enhance the ability of city staff to respond and correct a defect in a much shorter period, thus minimizing the impacts that will delay and back up traffic.
 - Jurisdiction/Agency: Suffolk
 - Length: N/A
 - Termini: N/A
 - System: Urban
 - Scope: Safety
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: Yes
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$200,000
 - Right of Way (RW): \$0
 - Construction (CN): \$1,450,000
 - Total Cost Estimate: \$1,650,000
 - Schedule as follows:
 - PE Start: 1/4/2024; End: 1/6/2026
 - RW: N/A
 - CN Start: 1/6/2026; End: 7/15/2027
 - Allocations as follows:
 - Add FY Previous Congestion Mitigation and Air Quality (CMAQ) Improvement Program allocation of \$42,704, plus \$10,676 CMAQ match
 - Add FY 2024 CMAQ allocation of \$691,918, plus \$172,980 CMAQ match

- Obligations as follows:
 - Add FY 2024 PE Phase CMAQ obligation of \$120,000, plus \$30,000 CMAQ match
 - Add FY 2025 PE Phase CMAQ obligation of \$40,000, plus \$10,000 CMAQ match
 - Add FY 2026 CN Phase CMAQ allocation of \$574,622, plus \$143,656 CMAQ match
 - Add FY 2026 CN Phase Advance Construction (AC) obligation of \$585,378, plus \$146,345 AC match
 - Add FY 2027 CN Phase AC-Conversion obligation of \$585,378, plus \$146,345 AC-Conversion match

UPC 111088 is being ungrouped in the Hampton Roads FY 2024-2027 TIP and listed individually, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [*Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.*](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

xi. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 123056 – Independence Boulevard/Pleasure House Road Intersection

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 123056, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 123056 – Independence Boulevard/Pleasure House Road Intersection**
 - Add project to TIP.
 - Description: Convert the existing signalized intersection to a Continuous Green-T innovative intersection type. One access to the CVS parcel along the eastbound lanes will be closed. Westbound through traffic from Pleasure House Road will be restricted and diverted to make a right-turn and be provided with an area for a subsequent U-turn at the proposed median break approximately 650 feet to the north. The unsignalized full movement intersection of Independence Boulevard/Tulip Drive will be reconfigured to a left-in/right-in/right-out intersection. One HRT bus stop will be improved to add a shelter, bench, and trashcan.
 - Jurisdiction/Agency: Virginia Beach
 - Length: 0.315 miles
 - Termini: From Lakeside Road to Shell Road
 - System: Urban
 - Scope: Safety
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$408,556
 - Right of Way (RW): \$3,615,277
 - Construction (CN): \$2,378,194
 - Total Cost Estimate: \$6,402,027
 - Schedule as follows:
 - PE Start: 12/26/2025; End: 2/18/2028
 - RW Start: 2/18/2028; End: 11/10/2028
 - CN Start: 11/10/2028; End: 10/29/2029
 - Allocations as follows:
 - Add FY Previous District Grant Program/State (DGP/State) allocation of \$120,000
 - Add FY 2024 District Grant Program/National Highway Performance Program (DGP/NHPP) allocation of \$290,000
 - Add FY 2026 DGP/State allocation of \$350,000

- Obligations as follows:
 - Add FY 2026 PE Phase National Highway Safety/National Highway Performance Program (NHS/NHPP) obligation of \$290,000
 - Add FY 2026 PE Phase Other obligation of \$118,556

UPC 123056 is being added to the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**xii. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 123057 – Providence Road (Kempsville Road to Churchill Drive)**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 123057, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 123057 – Providence Road (Kempsville Road to Churchill Drive)**
 - Add project to TIP.
 - Description: Construct 0.6 miles of a five-foot sidewalk on the north side of Providence Road from Kempsville Road to Churchill/Indian Lakes Boulevard. A two-way left turn lane to be installed on Providence Road between Kempsville Road and Churchill/Indian Lakes Boulevard.
 - Jurisdiction/Agency: Virginia Beach
 - Length: 0.6 miles
 - Termini: From Kempsville Road to Churchill Drive
 - System: Urban
 - Scope: Reconstruction w/Added Capacity
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$1,287,290
 - Right of Way (RW): \$3,216,188
 - Construction (CN): \$8,163,489
 - Total Cost Estimate: \$12,666,967
 - Schedule as follows:
 - PE Start: 12/26/2025; End: 2/18/2028
 - RW Start: 2/18/2028; End: 11/10/2028
 - CN Start: 11/10/2028; End: 10/29/2029
 - Allocations as follows:
 - Add FY 2024 District Grant Program/State (DGP/State) allocation of \$1,250,000
 - Add FY 2026 DGP/State allocation of \$500,000
 - Add FY 2027 DGP/State allocation of \$500,000
 - Obligations as follows:
 - Add FY 2026 PE Phase Other obligation of \$1,287,290

UPC 123057 is being added to the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

xiii. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 123177 – Indian River Road/Thompkins Lane Intersection

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 123177, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 123177 – Indian River Road/Thompkins Lane Intersection**
 - Add project to TIP.
 - Description: Install a modified Restricted Crossing U-Turn (RCUT) at Indian River Road and Thompkins Lane/Ferry Point Road and a crosswalk and pedestrian signals at the eastern leg of the Indian River Road/Kemps River Drive intersection. Existing signal will be removed to accommodate the installation for the RCUT. The Indian River Road/Kemps River Drive traffic signal will be modified by adjusting signal phasing to accommodate the additional pedestrian phase. Four bus stops near Thompkins Lane will be improved with HRT bus shelters, benches, and trash cans.
 - Jurisdiction/Agency: Virginia Beach
 - Length: 0.219 miles
 - Termini: From Thompkins Lane to Kemps River Drive
 - System: Urban
 - Scope: Safety
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$328,083
 - Right of Way (RW): \$601,386
 - Construction (CN): \$1,739,834
 - Total Cost Estimate: \$2,669,303
 - Schedule as follows:
 - PE Start: 12/26/2025; End: 2/18/2028
 - RW Start: 2/18/2028; End: 11/10/2028
 - CN Start: 11/10/2028; End: 10/29/2029
 - Allocations as follows:
 - Add FY 2026 District Grant Program/State (DGP/State) allocation of \$350,000
 - Add FY 2027 DGP/State allocation of \$50,000
 - Obligations as follows:
 - Add FY 2026 PE Phase Other obligation of \$328,083

UPC 123177 is being added to the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**xiv. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 123178 – Clearfield Avenue (Cleveland Street to Virginia Beach Boulevard)**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UP 123178, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 123178 – Clearfield Avenue (Cleveland Street to Virginia Beach Boulevard)**
 - Add project to TIP.
 - Description: Construct 0.26 miles of two-way left-turn lanes and 1,320 feet of five-foot sidewalk on Clearfield Avenue to Virginia Beach Boulevard. Traffic signal at Clearfield Avenue/Virginia Beach Boulevard to be modified by relocating the signal in the Southwest quadrant to accommodate the widened section.
 - Jurisdiction/Agency: Virginia Beach
 - Length: 0.312 miles
 - Termini: From Cleveland Street to Virginia Beach Boulevard
 - System: Urban
 - Scope: Reconstruction w/Added Capacity
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$860,726
 - Right of Way (RW): \$8,221,175
 - Construction (CN): \$5,964,378
 - Total Cost Estimate: \$15,046,279
 - Schedule as follows:
 - PE Start: 12/26/2025; End: 2/18/2028
 - RW Start: 2/18/2028; End: 11/10/2028
 - CN Start: 11/10/2028; End: 10/29/2029
 - Allocations as follows:
 - Add FY 2026 District Grant Program/State (DGP/State) allocation of \$900,000
 - Add FY 2027 DGP/State allocation of \$2,556,539
 - Obligations as follows:
 - Add FY 2026 PE Phase Other obligation of \$860,726

UPC 123178 is being added to the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.](#)

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**xv. York County – FY 2024-2027 TIP Amendment
UPC 115509 – Route 171 Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 115509, a York County project, and add it back in as an individual TIP project.

The specifics of the request are described below:

- **UPC 115509 – Route 171 Improvements**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Intersection, turn lane, and shoulder improvements with a shared use path along Route 171, between Route 134 and Big Bethel Road (Route 600).
 - Jurisdiction/Agency: York County
 - Length: 0.609 miles
 - Termini: From 0.77 miles east of Route 134 to the intersection of Big Bethel Road (Route 600)
 - System: Urban
 - Scope: Safety
 - Oversight: Non-Federal Oversight
 - Administered by: VDOT
 - Regionally Significant: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$740,675
 - Right of Way (RW): \$646,181
 - Construction (CN): \$6,241,695
 - Total Cost Estimate: \$7,628,551
 - Schedule as follows:
 - PE Start: 11/17/2022; End: 7/17/2026
 - RW Start: 7/17/2026; End: 12/14/2027
 - CN Start: 12/14/2027; End: 11/1/2029
 - Allocations as follows:
 - Add FY Previous District Grant Program/State (DGP/State) allocation of \$900,000
 - Add FY 2024 District Grant Program-Surface Transportation Program/Flex (DGP-STP/F) allocation of \$520,000
 - Add FY 2025 DGP-STP/F allocation of \$1,000,000
 - Add FY 2025 Local (LOC) allocation of \$2,628,745
 - Obligations as follows:
 - Add FY Previous PE Phase STP/F obligation of \$650,000
 - Add FY 2026 RW Phase Surface Transportation Program/Surface Transportation Block Grant (STP/STBG) obligation of \$646,181

UPC 115509 is being ungrouped in the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.](#)

This request was made available for public review and comment from January 30, 2025 through February 13, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (January 30, 2025 through February 13, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its February 5, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

J. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Regionally Significant Amendments– Regional Conformity Assessment (RCA)

i. Chesapeake – FY 2024-2027 TIP Amendment
UPC 127093 – I-64/I-464 Interchange – Phase A

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 127093, a Chesapeake project.

The specifics of the request are described below:

- **UPC 127093 – I-64/I-464 Interchange – Phase A**
 - Add project to TIP.
 - Description: Construct a 3 three-lane section added capacity, splitting into two lanes merging into the I-64 WB Mainline and one lane into the Collector Distributer (CD) WB lanes. The CD lanes shift east of I-64/I-464 interchange, braiding under the two-lane bridge. I-464 NB will get added capacity for lane balance.
 - Jurisdiction/Agency: Chesapeake
 - Length: Unknown
 - Termini: From Bainbridge Boulevard to Battlefield Boulevard
 - System: Interstate
 - Scope: Reconstruction w/Added Capacity
 - Oversight: Non-Federal Oversight
 - Administered by: VDOT
 - Regionally Significant: Yes
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$7,755,555
 - Right of Way (RW): \$11,889,699
 - Construction (CN): \$119,354,746
 - Total Cost Estimate: \$139,000,000
 - Schedule as follows:
 - PE Start: 1/21/2026; End: 11/18/2026
 - RW Start: 11/18/2026; End: 11/27/2026
 - CN Start: 11/27/2026; End: 7/17/2028
 - Allocations as follows:
 - Add FY 2026 Hampton Roads Transportation Accountability Commission (HRTAC) allocation of \$1,551,108
 - Add FY 2027 HRTAC allocation of \$3,102,231
 - Obligations as follows:
 - Add FY 2026 PE Phase Other obligation of \$4,653,324
 - Add FY 2026 PE Phase Advance Construction (AC) Other obligation of \$3,102,231

UPC 127093 is a non-exempt, regionally significant project that is being added to the Hampton Roads FY 2024-2027 TIP. It is included in the Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. As it is regionally significant, this proposed TIP Amendment is subject to conformity per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#). After HRTPO Board approval, HRTPO staff will submit the streamlined conformity documentation to FHWA/FTA to initiate the federal review process.

This request was made available for public review and comment from July 2, 2025 through July 16, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**ii. Newport News – FY 2024-2027 TIP Amendment
UPC 123160 – J. Clyde Morris Boulevard Widening**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 123160, a Newport News project.

The specifics of the request are described below:

- **UPC 123160 – J. Clyde Morris Boulevard Widening**
 - Add project to TIP.
 - Description: Widen northbound US 17 from two to three lanes from Diligence Drive to Louise Drive by restriping existing unused pavement, extend the eastbound I-64 on-ramp second lane on northbound US 17 to Diligence Drive, convert the existing northbound right-turn lane at US 17/Diligence Drive to a thru/right-turn lane, modify the signal at US 17/Diligence Drive to accommodate the converted thru/right-turn lane by relocating the pole and mast arm, and reconstruct 550 feet of sidewalk on northbound US 17.
 - Jurisdiction/Agency: Newport News
 - Length: 0.797 miles
 - Termini: From Diligence Drive to Traverse Road
 - System: Urban
 - Scope: Reconstruction w/Added Construction
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: Yes
 - CMAQ: No
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$900,188
 - Right of Way (RW): \$783,686
 - Construction (CN): \$3,386,376
 - Total Cost Estimate: \$5,070,250
 - Schedule as follows:
 - PE Start: 12/26/2025; End: 2/18/2028
 - RW Start: 2/18/2028; End: 11/10/2028
 - CN Start: 11/10/2028; End: 10/29/2029
 - Allocations as follows:
 - Add FY 2026 District Grant Program/State (DGP/State) allocation of \$1,000,000
 - Add FY 2027 DGP/State allocation of \$500,000
 - Obligations as follows:
 - Add FY 2026 PE Phase Other obligation of \$900,188

UPC 123160 is a non-exempt, regionally significant project that is being added to the Hampton Roads FY 2024-2027 TIP. It is included in the Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. As it is regionally significant, this proposed TIP Amendment is subject to conformity per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#). After HRTPO Board approval, HRTPO staff will submit the streamlined conformity documentation to FHWA/FTA to initiate the federal review process.

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

iii. Suffolk – FY 2024-2027 TIP Amendment
UPC 120649 – Bridge Road (Route 17) Roadway Widening

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, and obligations for UPC 120649, a Suffolk project.

The specifics of the request are described below:

- **UPC 120649 – Bridge Road (Route 17) Roadway Widening**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$1,930,000
 - Right of Way (RW): \$3,894,166
 - Construction (CN): \$18,371,663
 - Total Cost Estimate: \$24,195,829
 - Revise Schedule as follows:
 - PE Start: 12/30/2022; End: 8/21/2025
 - RW Start: 8/21/2025; End: 3/30/2026
 - CN Start: 3/30/2026; End: 4/1/2027
 - Revise Obligations as follows:
 - Remove FY Previous PE Phase Advance Construction (AC) Other obligation of \$1,505,499
 - Add FY Previous PE Phase Other-State obligation of \$1,505,499
 - Remove FY 2024 RW Phase AC-Other obligation of \$3,763,744
 - Add FY 2025 RW Phase Other obligation of \$3,894,166
 - Remove FY 2025 CN Phase AC-Other obligation of \$7,527,488

UPC 120469 is a non-exempt, regionally significant project that is being revised in the Hampton Roads FY 2024-2027 TIP. It is included in the Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. As it is regionally significant, this proposed TIP Amendment is subject to conformity per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#). After HRTPO Board approval, HRTPO staff will submit the streamlined conformity documentation to FHWA/FTA to initiate the federal review process.

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**iv. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 103005 – Centerville Turnpike Widening – Phase 2**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 103005, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 103005 – Centerville Turnpike Widening – Phase 2**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$3,100,963
 - Right of Way (RW): \$18,068,637
 - Construction (CN): \$66,175,888
 - Total Cost Estimate: \$87,345,488
 - Revise Schedule as follows:
 - PE Start: 12/26/2013; End: 7/29/2015
 - RW Start: 7/29/2015; End: 12/31/2025
 - CN Start: 12/31/2025; 9/28/2028
 - Revise Allocations as follows:
 - Revise FY Previous Regional Surface Transportation Program (RSTP) Federal allocation to be \$10,420,830
 - Revise FY Previous RSTP Match allocation to be \$2,605,206
 - Revise FY 2024 RSTP Federal allocation to be \$11,112,909
 - Revise FY 2024 RSTP Match allocation to be \$2,778,227
 - Revise FY 2025 RSTP Federal allocation to be \$3,403,922
 - Revise FY 2025 RSTP Match allocation to be \$850,980
 - Add FY 2025 Local (LOC) allocation of \$24,308,630
 - Revise Obligations as follows:
 - Add FY Previous PE Phase Highway Improvement Program/Urban (HIP/U) obligation of \$320,024
 - Revise FY Previous RW Phase RSTP Federal obligation to be \$11,800,547
 - Revise FY Previous RW Phase RSTP Match obligation to be \$2,950,136
 - Add FY Previous RW Phase HIP/U obligation of \$817,954
 - Remove FY 2024 CN Phase Advance Construction (AC) Other obligation of \$24,831,635
 - Remove FY 2024 CN Phase Other obligation of \$10,000,000
 - Remove FY 2024 CN Phase RSTP Federal obligation of \$8,912,363
 - Remove FY 2024 CN Phase Highway Improvement Program/Flex (HIP/F) obligation of \$242,293
 - Add FY 2026 CN Phase Other Federal obligation of \$44,792,511
 - Add FY 2026 CN Phase RSTP Federal obligation of \$8,912,363
 - Add FY 2026 CN Phase HIP/F obligation of \$242,923

UPC 103005 is a non-exempt, regionally significant project that is being revised in the Hampton Roads FY 2024-2027 TIP. It is included in the Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. As it is regionally significant, this proposed TIP Amendment are subject to conformity per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#). After HRTPO Board approval, HRTPO staff will submit the streamlined conformity documentation to FHWA/FTA to initiate the federal review process.

This request was made available for public review and comment from June 25, 2025 through July 9, 2025. Per the HRTPO IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (June 26, 2025 – July 10, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its July 2, 2025 meeting. No comments were received. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

K. Amended 2045 Long-Range Transportation Plan and FY 2024-2027 Transportation Improvement Program (TIP) Regional Conformity Assessment (RCA)

A Regional Conformity Assessment (RCA) for four proposed non-exempt, regionally significant FY 2024-2027 Transportation Improvement Program (TIP) amendments has been conducted. As part of the approved [Procedures for Inter-agency Consultation for Conformity \(IACC\)](#), conformity consultation on the proposed TIP amendments was conducted with conformity stakeholders between June 26, 2025 and July 10, 2025 through email correspondence and as part of the July 2, 2025 Transportation Technical Advisory Committee (TTAC) meeting. Additionally, a public review period for the proposed TIP Amendments was conducted from June 25, 2025 through July 9, 2025, and posted on the HRTPO website via a public notice as required by the IACC Procedures. No comments were received. An additional public notice was posted to the HRTPO website for one of these TIP amendments, updating administrative information only, from July 2, 2025 through July 16, 2025 with no public comments received.

The proposed non-exempt, regionally significant FY 2024-2027 TIP amendments are contained in the July 31, 2025 HRTPO Board agenda as Item 4J.

As part of the Hampton Roads IACC procedures, since this RCA is not for a full LRTP or TIP update, it can be documented via a letter to the Federal Highway Administration (FHWA) that clearly demonstrates the fiscal constraint of the amendments and the consultation activities, along with any comments received (as applicable).

A finding of conformity for the Amended 2045 LRTP and FY 2024-2027 TIP is proposed as the applicable conformity criteria established by the Environmental Protection Agency (EPA) and reflected in the Virginia Administrative Code have been met.

Upon HRTPO Board approval, HRTPO staff will transmit the RCA letter (attached) to FHWA to initiate the federal review and approval process by FHWA, in coordination with the Federal Transit Administration (FTA) and in consultation with the EPA.

Attachment 4K

RECOMMENDED ACTION:

Approve the Regional Conformity Assessment and proposed finding of conformity for the four non-exempt, regionally significant Hampton Roads FY 2024-2027 TIP Amendments (Agenda Item 4J).

July 31, 2025

Ms. Kara Greathouse
Community Planner
U.S. Department of Transportation
Federal Highway Administration
West Virginia Division
300 Virginia Street East, Suite 7400
Charleston, WV 25301

Transmitted by email to: Kara.Greathouse@dot.gov

RE: Regional Conformity Assessment

Dear Ms. Greathouse,

This letter provides the Regional Conformity Assessment (RCA) for the fiscally constrained Hampton Roads Amended 2045 Long-Range Transportation Plan and Fiscal Year 2024-2027 Transportation Improvement Program (TIP), which was approved on July 31, 2025 by the Board of the Hampton Roads Transportation Planning Organization (HRTPO). An FHWA/FTA finding of conformity is requested at your earliest convenience.

This RCA was prepared following Environmental Protection Agency (EPA) conformity guidance for areas affected by the South Coast II court decision.¹ For the Hampton Roads region, the applicable conformity criteria following EPA South Coast II guidance are consultation and fiscal constraint, which are met for the LRTP and TIP as summarized below.² Additional detail is provided in the attachment.

Consultation was conducted in compliance with the Virginia transportation conformity regulation or “conformity SIP” (9 VAC 5-151),³ which implements and is consistent with the federal transportation conformity rule (40 CFR Parts 51 and 93),⁴ and with the Hampton Roads Inter-Agency Consultation for Conformity (IACC) Procedures established pursuant to the federal and state conformity regulations.⁵ Public consultation was conducted consistent

¹ “Transportation Conformity Guidance for the South Coast II Court Decision”, EPA-420-B-18-050, November 2018, available at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation

² The criteria for South Coast II orphan areas as presented in Section 2.4 of EPA’s guidance include the latest planning assumptions (93.110), consultation (93.112), timely implementation of transportation control measures (93.113), and fiscal constraint (93.108). Latest planning assumptions apply generally for modeling inputs as well as assumptions about transportation control measures (TCMs) if any are included in an approved and applicable SIP. As orphan areas (such as Hampton Roads) as defined in the South Coast II decision and per EPA guidance issued in November 2018 do not require regional emission analyses, and the 2007 state implementation (air quality) plan (SIP) for Hampton Roads did not include TCMs, the criteria for the use of latest planning assumptions and timely implementation of TCMs are not applicable for this region.

³ Virginia Regulation for Transportation Conformity (9 VAC5-151):
<https://law.lis.virginia.gov/admincode/title9/agency5/chapter151/>

⁴ EPA Transportation Conformity Rule: <https://www.epa.gov/state-and-local-transportation>

⁵ VDOT-HRTPO, “Procedures for Inter-Agency Consultation for Conformity for Hampton Roads”, April 2023. See: <https://www.hrtpo.org/DocumentCenter/View/1795/T23-03-HR-IACC-Procedures-PDF>

with planning rule requirements in 23 CFR 450 as well as the HRTPO Public Participation Plan.⁶ More specifically:

- Inter-agency consultation requirements were met with the inclusion of how the applicable conformity criteria (fiscal constraint and consultation under South Coast II) were met in each of the agenda items (attached) for the proposed amendments in the agenda for the July 2, 2025 Transportation Technical Advisory Committee (TTAC) and the July 31, 2025 HRTPO Board meetings. Email notices for these meetings were provided to all parties specified in the Hampton Roads IACC Procedures, including all HRTPO TTAC members as well as representatives of EPA, the Virginia Department of Environmental Quality (VDEQ), and others.⁷
- Public consultation was conducted June 25, 2025 through July 9, 2025 and an updated public notice for one of the proposed amendments July 2, 2025 through July 16, 2025 for administrative purposes only. Public notices were posted on the HRTPO website, copies of which are included in the attachment.
- No comments were received in either public review or inter-agency consultation for conformity.

For fiscal constraint, transportation conformity requirements in 40 CFR 93.108 require that transportation plans and TIPs be fiscally constrained consistent with US DOT metropolitan planning regulations at 23 CFR part 450. Consistent with the programmatic approach for documenting fiscal constraint for amendments as specified in Section 5.3.2 of the Hampton Roads IACC Procedures, the applicable fiscal constraint criteria for the proposed amendments are met as:

- The proposed amendments are fiscally constrained and therefore fiscal constraint for the existing plan and program may reasonably be expected to be unaffected by the change(s),
- The existing plan⁸ and program⁹ are fiscally constrained per 40 CFR 93.108, and
- Revenue sources for the existing plan and program have not been lost or significantly reduced per 23 CFR 450.324(f)(11)(viii) and 450.326(l).

⁶ See: <https://www.hrtpo.org/474/Public-Participation-Plan>

⁷ Per section 4.5 on the HRTPO IACC Procedures (2023), “The requisite parties for IACC include the MPO, VDOT, Virginia Department of Rail and Public Transportation (VDRPT), FHWA, Federal Transit Administration (FTA), Lead (Air Quality) Planning Organization (LPO), VDEQ and EPA. The LPO for Hampton Roads is the Hampton Roads Air Quality Committee (HRAQC), who by these procedures may be represented in IACC by the representative(s) for VDEQ.”

⁸ Documentation of fiscal constraint for the L RTP is provided in:

<https://www.hrtpo.org/DocumentCenter/View/833/Funding-Plan-PDF> and
<https://www.hrtpo.org/DocumentCenter/View/1684/Amendments-and-Current-List-of-Projects-PDF>

⁹ Documentation of fiscal constraint for the TIP is provided in:

<https://www.hrtpotip.org/DocumentCenter/View/8530/Final-FY-24-27-TIP-PDF>

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As all applicable conformity criteria have been met, a finding of conformity for Hampton Roads is supported.

Please let us know if you have any questions or comments on the RCA.

Sincerely,

Robert A. Crum, Jr.
Executive Director

KG/se

Attachment

Copy: Ivan Rucker, FHWA VA Division
Laura A. Keeley, FTA Region III
Gregory Becoat, EPA
Ben Mannell, VDOT
Christopher Berg, VDOT
Jim Ponticello, VDOT
Christopher Voigt, VDOT
Angela Effah-Amponsah, VDOT
Pavithra Parthasarathi, HRTPO
Dale M. Stith, HRTPO
John Mihaly, HRTPO
Kathlene Grauberger, HRTPO

L. Hampton Roads Congestion Management Process Part I – Introduction, System Monitoring, and System Performance

The Hampton Roads Congestion Management Process (CMP) is an ongoing systematic process for managing congestion that provides information and analysis on multimodal transportation system performance and on strategies to alleviate congestion and enhance the mobility of persons and goods regionwide. During this process, HRTPO staff works with state and local agencies to develop these strategies and mobility options. All Transportation Management Areas (TMAs), which are urban areas over 200,000 in population, are required by Federal regulations to prepare a CMP. The Hampton Roads CMP is updated on a five-year cycle to assist with the development of the Long-Range Transportation Plan (LRTP)

HRTPO staff is currently preparing an update to the CMP report. This update will include:

- A thorough assessment of the roadway system in Hampton Roads
- An analysis of changes in travel times in critical corridors
- An assessment of the impacts of a number of recently completed roadway projects
- A regional roadway network congestion analysis
- A ranking of the most congested corridors
- A list of congestion mitigation strategies
- Recommend improvements for congested corridors

The 2025 version of the Hampton Roads CMP Report will be released in two parts:

- Part I – Introduction, System Monitoring and System Performance
- Part II – Congestion Mitigation

The Introduction section of the CMP report includes information on Performance Management and Performance-Based Planning and Programming, the elements of a CMP, CMP goals and objectives, and how the CMP is incorporated into the regional transportation planning process.

The System Monitoring section details HRTPO's system monitoring efforts, including the State of Transportation report, Annual Roadway Performance report, and regional performance measures and target setting. This section also includes information on regional roadway travel and trends, traffic volumes and characteristics at major bridges and tunnels, recently completed roadway projects, and the benefits of selected projects.

The System Performance section of the CMP report provides a thorough assessment of the current operating conditions of the Hampton Roads roadway system, particularly during peak periods of travel. The performance of roadway segments throughout the region is analyzed using travel time and speed data collected by INRIX and through a planning-level analysis for roadways without this data. Numerous congestion measures are reported, such as average travel speeds, congestion levels, congestion duration, total delay, and travel time reliability.

The draft *Hampton Roads Congestion Management Process: Part I – Introduction, System Monitoring and System Performance* report was made available for public review and comment from May 7, 2025 through June 16, 2025. No comments were received.

The report can be accessed at the following link:

<https://www.hrtpo.org/DocumentCenter/View/14605/T25-03-Hampton-Roads-Congestion-Management-Process---Part-I-PDF>

RECOMMENDED ACTION:

Approve the final report.

M. Hampton Roads Regional Bridge Study – 2025 Update

Given the large presence of water in and around Hampton Roads, bridges play an integral role in the Hampton Roads transportation system. Additionally, while it is given that all infrastructure deteriorates over time, this is more of a concern for aging bridges due to the higher costs associated with maintaining them. Due to these concerns, the Hampton Roads Transportation Planning Organization (HRTPO) began analyzing factors impacting regional bridges in 2007. The Hampton Roads Regional Bridge Study provides a regional analysis of topics such as bridge inspections and ratings, deficient bridges, bridge funding, and bridge projects. This 2025 update of the Hampton Roads Regional Bridge Study builds on the previous efforts.

The draft *Hampton Roads Regional Bridge Study* was made available for public review and comment from May 23, 2025, through June 16, 2025. Comments received were incorporated into the final report.

The report is available at the following link:

<https://www.hrtpo.org/DocumentCenter/View/14610/T25-04-Hampton-Roads-Regional-Bridge-Study---2025-Update>

RECOMMENDED ACTION:

Approve the final report.

ITEM #5: OLD/NEW BUSINESS

ITEM #6: ADJOURNMENT